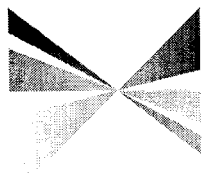


SOUTHERN CALIFORNIA



ASSOCIATION OF
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• Alan Wagner, Ontario

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Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou
Correa, County of Orange

Riverside County Transportation Commission:
Robin Lowe, Hemet

Ventura County Transportation Commission:
Keith Millhouse, Moorpark

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559-12/28/05

MEETING OF THE

TRANSPORTATION & COMMUNICATIONS COMMITTEE

PLEASE NOTE THE CHANGE IN TIME

Thursday, April 6, 2006

10:00 a.m. – 10:45 a.m.

SCAG Offices

818 W. 7th Street, 12th Floor

San Bernardino Conference Room

Los Angeles, California 90017

213. 236.1800

VIDEO CONFERENCE LOCATION

SCAG, Riverside Office

3600 Lime Street, Suite 216

Riverside, CA 92501

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cathy Alvarado at 213.236.1896 or alvarado@scag.ca.gov

Agendas and Minutes for the Transportation & Communications Committee are also available at www.scag.ca.gov/committees/tcc.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

“Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee”.

- 1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE Hon. Harry Baldwin, Chair
- 2.0 PUBLIC COMMENT PERIOD
Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.
- 3.0 REVIEW and PRIORITIZE AGENDA ITEMS
- 4.0 CONSENT CALENDAR
- 4.1 Approval Items
- 4.1.1 Approve Minutes of March 2, 2006 Meeting Attachment 1
- 4.2 Receive and File
- 4.2.1 State and Federal Legislative Matrix Attachment 9
- Matrix of state legislative bills relevant to issues of importance to SCAG.



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

			PAGE #	TIME
5.0	<u>ACTION ITEMS</u>			
5.1	<u>Comments on World Trade Organization (WTO) Doha (Qatar) Development Agenda Attachment</u>	Nancy Pfeffer, SCAG Staff	25	5 minutes
	<p>Southern California has the opportunity to comment to the U.S. Trade Representative on the local impacts of all international trade facilitated via the WTO.</p> <p>Recommended Action: Approve comment.</p>			
6.0	<u>INFORMATION ITEMS</u>			
6.1	<u>Airport Ground Access Development Attachment</u>	Alan Thompson, SCAG Staff	44	10 minutes
	<p>Overview of Airport Ground Access analyses to be completed for the next RTP.</p>			
6.2	<u>Infrastructure Bond Update</u>	Don Rhodes, SCAG Staff	47	5 minutes
	<p>Staff will provide a briefing on the status of the various infrastructure bond proposals currently before the legislature.</p>			

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

		PAGE #	TIME
6.0	<u>INFORMATION ITEMS cont'd</u>		
6.3	<u>House Transportation and Infrastructure Subcommittee on Aviation Congressional Field Hearing Attachment</u> Staff will provide a summary of the discussion and testimony at the recent Congressional field hearing "Meeting Future Aviation Capacity Needs in Southern California".	Don Rhodes, SCAG 48	7 minutes
7.0	<u>MAGLEV TASK FORCE REPORT</u>	Hon. Robin Lowe, Chair	
8.0	<u>GOODS MOVEMENT TASK FORCE REPORT</u>	Hon. Art Brown, Chair	
9.0	<u>REGIONAL TRANSPORTATION AGENCY COALITION REPORT</u>	Hon. Richard Dixon, SCAG Representative	
10.0	<u>CHAIR REPORT</u>	Hon. Harry Baldwin, Chair	
11.0	<u>STAFF REPORT</u>	Rich Macias, SCAG Staff	
12.0	<u>FUTURE AGENDA ITEMS</u> Any committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three minutes.		

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

13.0 ANNOUNCEMENTS

14.0 ADJOURNMENT

The next meeting will be held in conjunction with the General Assembly at the Westin Hotel in City of Long Beach on Thursday, May 4, 2006.



Transportation and Communications Committee

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THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the SCAG office in downtown Los Angeles. The meeting was called to order by the Honorable Harry Baldwin, Chair, City of San Gabriel. There was a quorum.

Members Present

Aldinger, Jim	City of Manhattan Beach
Baldwin, Harry	City of San Gabriel
Beauman, John	City of Brea
Bone, Lou	City of Tustin
Dale, Lawrence	City of Barstow
Daniels, Gene	City of Paramount
DeYoung, Cathryn	City of Laguna Niguel
Dunlap, Judy	City of Inglewood
Garcia, Lee Ann	City of Grand Terrace
Gurule, Frank	City of Cudahy
Herrera, Carol	City of Diamond Bar
Joffe, Enid	San Gabriel Valley COG
Lowenthal, Bonnie	City of Long Beach
Mikels, Judy	Ventura County
Moqet, Shenna	Riverside, WRCOG
Ovitt, Gary	San Bernardino County
Pettis, Greg	Cathedral City
Ridgeway, Tod	City of Newport Beach
Roberts, Ron	City of Temecula
Smith, Greg	City of Los Angeles
Spence, David	Arroyo Verdugo COG
Sykes, Tom	City of Walnut
Szerlip, Don	South Bay Cities COG
Talbot, Paul	City of Alhambra
Tyler, Sidney	City of Pasadena
Wapner, Alan	City of Ontario

Transportation and Communications Committee

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Members Not Present

Adams, Steve	Riverside, WRCOG
Becerra, Glen	City of Simi Valley
Brown, Art	City of Buena Park
Buckley, Tom	City of Lake Elsinore
Burke, Yvonne	City of Los Angeles
Correa, Lou	Orange County
DeLara, Juan	City of Coachella
Dixon, Richard	City of Lake Forrest
Flickinger, Bonnie	City of Moreno Valley
Gabelich, Rae	City of Long Beach
George, Gary	City of Redlands
Hernandez, Robert	City of Anaheim
Lowe, Robin	City of Hemet/RCTC
Marshall, Patsy	City of Buena Park
Miller, Paul	City of Simi Valley
Millhouse, Keith	City of Moorpark
O'Connor, Pam	City of Santa Monica
Rutherford, Mark	City of Westlake Village
Smyth, Cameron	City of Santa Clarita
Stone, Jeff	Riverside County
Uranga, Tonia Reyes	City of Long Beach

New Members

Voting Members, Not Elected Official

Casey, Rose	Caltrans
-------------	----------

Transportation and Communications Committee

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1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE

The Honorable Harry Baldwin, Chair, called the meeting to order at 10:07 a.m.

2.0 PUBLIC COMMENT PERIOD

Councilmember Debbie Cook, Huntington Beach, announced the upcoming SCAG Southern California Energy Conference to be held on from 8:30 am – 4:00 pm on Friday, March 10th, at the Metropolitan Water District.

Councilmember David Margrave, City of South Pasadena, stated he wanted to make it clear that the City of South Pasadena had not endorsed the Resolution of support for the continued study of the 710 Tunnel Alternative to complete the Gap Closure identified in the 2004 RTP. He also stated that the City of South Pasadena had a Resolution, that has been effect for the past three years, which is in opposition to any tunnel or otherwise. A copy of the Resolution was distributed to the members of the TCC.

3.0 REVIEW and PRIORITIZE

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Approve Minutes of February 2, 2006

It was noted that Supervisor Lou Correra, Orange County, was present at the February 2, 2006 meeting and not absent as reflect in the minutes.

Request was made to remove Councilmember John Fasana, City of Duarte, from the committee and replace with Councilmember Enid Joffe, San Gabriel Valley COG.

4.2 Receive and File

4.2.1 State and Federal Legislative Matrix

MOTION was made to MOVE the Consent Calendar items.

Motion was SECONDED and UNANIMOUSLY APPROVED.

5.0 ACTION ITEMS

5.1 Resolution of support for continued study of the 710 Tunnel Alternative to complete the Gap Closure identified in the 2004 RTP

The item was tabled and carried over to next months meeting.

5.2 2006 Regional Champion Award

Chair Harry Baldwin, City of San Gabriel, stated that SCAG's Communications and Membership Committee had been seeking nominations for the Regional Champion

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from all the committees. Nominees must be a non-elected individual who is a leader in some area of the committee's focus. There were two nominations from the TCC; Richard Steinke, Executive Director, Port of Long Beach and Dr. Geraldine Knatz, Executive Director, Port of Los Angeles. The committee's nominees will be reported to the RC for ratification by the April meeting. Regional Champions will be honored at the May General Assembly.

The Action Item was brought forward as a dual nomination.

Motion was made to MOVE the item. Motion was SECONDED and UNANIMOUSLY APPROVED.

6.0 INFORMATION ITEMS

6.1 Update on SCAG's Aviation Program

Michael Armstrong, SCAG, briefed the committee on the status of SCAG's aviation program including the first meeting of the reconstituted Aviation Task Force (ATF). The first meeting included a presentation by Professor Steve Erie, UCSD, on the Regional Airport Management Study and a summary of Mark Pisano's presentation to the LAWA Board of Airport Commissioners regarding SCAG's aviation strategy. An aviation work schedule was also reviewed. The schedule will lead to the adoption of a Draft Aviation Plan for the next RTP. Staff is proposing to have the aviation work completed by July 2007, when the final meeting of the ATF takes place. This should allow ample time to integrate the findings of the aviation work into the Draft RTP.

The aviation plan will also incorporate the results of the air space study which is currently underway that staff hopes to complete by June of this year. The study will look at the capacity of the region's air space basin to accommodate the forecast plan in terms of air space conflicts. Anything that is identified as being unacceptable, or not being able to be resolved, such as a large San Bernardino International Airport being close to the large Ontario Airport (20 miles apart) sharing the same air space may be incompatible. Any such findings will be integrated into the new forecast.

The third meeting of the ATF is scheduled for December 2006. At this meeting staff will review the results of the 2035 forecasting and also the new airport capacity work. The ATF will also review the results of the Regional Airport Management Implementation Study.

The fourth and last meeting of the ATF, scheduled for July 2007, will be to review and approve the draft Regional Aviation Plan and also update the ground access element, which is key to the decentralization strategy. The ground access work will have both short-term and long-term components. The long-term will be the high-

Transportation and Communications Committee

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speed access; the short-term will look at such things as arterial, interchange, and air section improvements, and also have a transit oriented focus.

6.2 SAFETEA-LU Update to JARC and New Freedom Programs

Jeremy Bailey, SCAG, presented an update of the SAFETEA-LU programs: Job Access Reverse Commute (JARC) and New Freedoms and implications for SCAG.

Mr. Bailey stated the programs were significant to SCAG because according to the FTA the MPOs role in their implementation has been modified. MPOs may now take a leading planning and administrative role, as well as develop competitive project selection criteria for these programs.

Staff should have a compliance strategy plan, developed in cooperation with the local CTS's and FTA representatives, in place by October, 2006. This plan is the first of several compliance plans currently being investigated and when all possible alternatives have been compiled, a more comprehensive list of planning options will be presented to the committee.

The New Freedom, 5317, provides formula funding for new public transportation services and alternative for people with disabilities beyond what is required by ADA. Beyond ADA has yet not been defined by the FTA.

JARC, 5316, supports the development and maintenance of job access projects to transport welfare recipients to and from work on non-peak hours as well as supply reverse commute options for workers in suburban cores. JARC has been updated with a new funding allocation formula.

Funds for both JARC and New Freedom are allocated based on a formula that distributes funds to urbanized areas. SCAG is the designated recipient of these funds for five classified urbanized areas in our region. Under JARC/New Freedoms, SCAG competitively selects projects derived from a locally developed coordinate plan. SCAG must develop a participation plan that provides opportunities for comment. The MPO may use 10% of JARC/New Freedom funding for administrative costs. SCAG has scheduled a March meeting with the CTS's and FTA for a continuation and clarification of this process.

6.2 Memorandum of Understanding (MOU) Related to Goods Movement

Nancy Pfeffer, SCAG, gave a status report on efforts to develop a federal/state/local Memorandum Of Understanding related to the environmental impacts of goods movement. Ms. Pfeffer stated that in May of last year there was a workshop held at UCI related to NEPA, the National Environmental Policy Act, to talk about how it might be improved. The example that was selected to talk about with respect to NEPA was Goods Movement in Southern California. The result of that

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participation acknowledged the impacts of international trade locally in Southern California.

In June 2005 SCAG staff and CTC staffs were invited back to Washington, D.C., to make presentations to various transportation entities. During these meetings it was agreed to pursue a MOU that would document the intent of federal, state and local agencies to work together on resolving the environmental impacts in Southern California related to goods movement.

In January of this year, staff went back to D.C. and had a very successful set of meetings. As a result, we are now going to work further with EPA Region 9 to work on the MOU. Currently the major focus is on the State. When in D.C., staff was accompanied to a DOT meeting by Eric Swedlund, Governor Schwarzenegger's representative in Washington, who was extremely helpful. He recommended that staff speak directly to some of the Governor's staff in California. Staff is scheduling briefings with Sunnie McPeak and her staff.

One of the aspects of the MOU, from a federal standpoint, is there is a portion of it where staff asks that regional goods movement projects be including in the list of priority transportation projects for coordinated federal agency decision making. A few years ago there was an Executive Order that President Bush issued relating to environmental stewardship and the concept of this was to identify specific transportation projects nationally that were significant enough to not be eligible for not any kind streamlining or short-cut, but for championing through the process for federal environmental review and making sure they were prioritized.

Hasan Ikhata, SCAG, stated that staff had two issues that were critical with the MOU. The two issues are the Governor's bond measure and the discussion of an institutional arrangement to implement the goods movement projects.

Mr. Ikhata then asked Mark Pisano, SCAG, to come forward to say a few words on the bond discussions. Mr. Pisano stated that there was the possibility of a bond going on the June ballot. If this happens, the measure needs to be out of the legislature no later than March 10th. This means that in the next eight days there would be a lot of interest groups coming together with the administration, as well as with the two houses, on how the bond will be structured. In the area of goods movement both the administration and the legislature appear to be agreeable on a total amount in the bonds of approximately 2 billion dollars for infrastructure and 1 billion dollars for mitigation. What the match ratios are, and the distribution process, is still a matter of discussion. Furthermore staff has suggested that with the Governor's proposal, that there be matching funds as part of the allocation process. Under these conditions staff could best achieve a needs based oriented allocation.

Transportation and Communications Committee

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The MOU is limited to planning and environmental work it does not go into security, safety, and other issues. These issues will be addressed within the context of the upcoming RTP and the Regional Comprehensive Plan which will be applicable to anything that happens in the region.

The SCAG President, the CTC Chairs and Executive Directors met in January to discuss an institutional structure for implementation. At that meeting the elected officials directed staff to go ahead to develop the institution arrangement and return to the committee when it is complete. At the February meeting, the commissions and SCAG discussed the institutional arrangement option paper was created and submitted by SCAG. One of the options was for the CTCs and SCAG to form a joint power of authority to do the planning, environmental, and financing option for the goods movement projects and eventually start adding the entities that need to be on the table. To accomplish that staff will expand that option, clarify the scope, and on March 17th there will be a joint meeting Executive Director's of the Ports, Executive Directors of CTC's, and SCAG to further discuss the direction this institution will take.

7.0 MAGLEV TASK FORCE REPORT

Councilmember Lou Bone, City of Tustin, stated that the Maglev Task Force approved the preliminary engineering on the technical report for the potential transit oriented development for the initial operating segment which was presented by Lockheed-Martin. The task force also approved two funding options for the Shanghai Maglev trip to be evaluated by Legal Counsel and the Regional Council. The trip has been postponed to later this Spring. The task force had an update presentation that Mark Pisano, SCAG, gave to LAWA on the Regional Aviation Strategy for the connecting of the regional airports. The March task force meeting has been canceled; the next one will be Thursday, April 13.

8.0 CHAIR REPORT

Chair Baldwin stated that next week was the ACTA Conference in Washington, D.C. If anyone is interested in attending the annual congressional reception of the California Tea Party on Tuesday evening, March 7th, let Barbara Dove, SCAG, know so she can RSVP on your behalf and let you know the details.

9.0 STAFF REPORT

None at this time

10.0 GOODS MOVEMENT TASK FORCE REPORT

None at this time

11.0 FUTURE AGENDA ITEMS

None at this time

Transportation and Communications Committee

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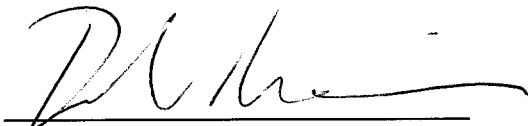
12.0 ANNOUNCEMENTS

The Southwest Compact Task Force is sponsoring a bi-national hearing along with the City of Mexicali on Wednesday, April 26th in Mexicali. The task force would like as many people as possible to join in participation of the hearing on global competitiveness in the Southwest Compact Region.

13.0 ADJOURNMENT

The Honorable Harry Baldwin, adjourned the meeting at 11:22 a.m.

The next committee meeting will be held on **Thursday, April 8, 2006, at the SCAG office.**



Rich Macias, Manager
Transportation Planning Division

MEMO

DATE: March 17, 2006
TO: Transportation and Communications Committee
FROM: Don Rhodes (x840)
SUBJECT: State & Federal Legislative Matrix

SUMMARY:

The attached legislative bill matrix provides summaries of state and federal legislation relevant to SCAG activities and items of interest.

These legislative bills are organized by subject matter in the following categories: Transit, Transportation, and GovBondBills.

Bill summaries include all known on-record positions for other statewide organizations following these issues such as the California League of Cities, California State Association of Counties, CALCOG, and others. Also included for your information is each bill's position in the legislative process, including scheduled hearing dates where applicable.

Please feel free to contact me at (213)-236-1840 if you have any questions or wish to discuss any legislative bill or issue. Members of my staff are also available for your assistance; you may contact Jeff Dunn at (213)-236-1880 for state legislative matters, and Sarah Adams at (213)-236-1818 for federal legislative matters.

Private file: Transit

CA AB 372	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: DISPOSITION: LOCATION: SUMMARY:	Nation (D) Public Contracts: Transit Design-Build Contracts no no 02/11/2005 01/11/2006 Pending Senate Transportation and Housing Committee Extends the duration of provisions of existing law that authorize transit operators to enter into a design-build contract according to specified procedures.
	STATUS: 01/26/2006	To SENATE Committee on TRANSPORTATION AND HOUSING.
CA AB 948	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: DISPOSITION: FILE: LOCATION: SUMMARY:	Oropeza (D) Design-Build and Transit Operators no no 02/18/2005 04/13/2005 Pending - Carryover A-15 Senate Inactive File Specifies that a transit operator is required to establish a labor compliance program only for a design-build contract and only if the transit operator does not already have a labor compliance program. Changes the prohibition regarding design-build rail projects to instead prohibit a transit operator from utilizing the design-build method of procurement for a capital maintenance or capacity-enhancing rail project, unless that project costs more than specified amount.
	STATUS: 07/11/2005 Position: Subject:	In SENATE. To Inactive File. CALCOG-Sup Transit, Transport
US HR 52	SPONSOR: TITLE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY:	Capito (R) Rail and Mass Transportation 01/04/2005 Pending House Judiciary Committee Amends title 18, United States Code, to further protect rail and mass transportation, and for other purposes.
	STATUS: 01/04/2005 01/04/2005	INTRODUCED. To HOUSE Committee on JUDICIARY.
US HR 959	SPONSOR: TITLE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY:	Pitts (R) Mass Transportation Projects 02/17/2005 Pending House Transportation & Infrastructure Committee Amends the United States Code to allow additional transit systems greater flexibility with certain mass transportation projects.
	STATUS: 02/17/2005 02/17/2005	INTRODUCED. To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

Private file: Transportation

CA AB 267	<p>AUTHOR: Daucher (R) TITLE: Transportation Projects FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/08/2005 LAST AMEND: 08/15/2005 DISPOSITION: Pending - Carryover LOCATION: Senate Appropriations Committee SUMMARY: Amends existing law which authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program to expend its own funds for any component of a project within its jurisdiction that is included in an adopted state transportation improvement program, and for which the commission has not made an allocation. Limits these provisions to projects advanced for expenditure that are programmed in the current fiscal year. STATUS: 08/25/2005 In SENATE Committee on APPROPRIATIONS: Not heard. Position: League-Sup 04/15/2005 Subject: Revenue/Bond, Transport</p>
CA AB 1020	<p>AUTHOR: Hancock (D) TITLE: Transportation Planning: Improved Travel Model FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/22/2005 LAST AMEND: 01/23/2006 DISPOSITION: Pending LOCATION: Senate Transportation and Housing Committee SUMMARY: Requires the Department of Transportation to provide notice to the Legislature on a schedule for a comprehensive review and evaluation of current travel models and model improvements already underway. Requires certain planning organizations and agencies using travel models to use models that incorporate specified factors. STATUS: 02/02/2006 To SENATE Committee on TRANSPORTATION AND HOUSING. Subject: Transport</p>
CA AB 1157	<p>AUTHOR: Frommer (D) TITLE: Rail Safety and Traffic Mitigation Bond Act of 2006 FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/22/2005 LAST AMEND: 02/08/2006 DISPOSITION: Pending LOCATION: Senate Transportation and Housing Committee SUMMARY: States the intent of the Legislature to enact legislation providing for a general obligation bond act to be submitted to the voters for approval in order to provide funding for a program to eliminate the most dangerous railroad-highway grade crossings in the state, as identified by the Public Utilities Commission, with funds to be allocated by the Transportation Commission. STATUS: 02/08/2006 From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments. 02/08/2006 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING. Subject: Transport</p>
CA AB 1699	<p>AUTHOR: Frommer (D) TITLE: Transportation: Highway Construction FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/22/2005 LAST AMEND: 05/27/2005 DISPOSITION: Pending - Carryover LOCATION: Senate Transportation and Housing Committee</p>

SUMMARY:

Authorizes transportation agencies administering local voter-approved transportation sales tax measures to use a specified design-build process for bidding of a maximum of 8 state highway construction projects with a certain total cost, with the projects to be selected by the Transportation Commission. Requires bidders to provide certain information. Requires design-build bidders to provide certain information in a questionnaire submitted to the transportation agency.

STATUS:

06/15/2005

To SENATE Committee on TRANSPORTATION AND HOUSING.

Subject:

Transport

CA AB 1783 **AUTHOR:** Nunez (D)
TITLE: Infrastructure Financing
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 01/04/2006
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
Provides for the financing of state and local government infrastructure through various funding sources, including bonds, fees, assessments, and other sources. Funds transportation, flood control, safe water systems, environmental improvement, housing, hospital seismic safety repair, and emergency public safety communications equipment.
STATUS:
01/04/2006 INTRODUCED.

CA AB 1785 **AUTHOR:** Bermudez (D)
TITLE: Grade Separation Projects
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/04/2006
LAST AMEND: 03/13/2006
DISPOSITION: Pending
COMMITTEE: Assembly Transportation Committee
HEARING: 03/20/2006 1:30 pm
SUMMARY:
Increases the amount required to be budgeted for allocation to specified grade separation projects by the Department of Transportation.
STATUS:
03/13/2006 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
03/13/2006 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
Position: CALCOG-Opp

CA AB 1831 **AUTHOR:** Jones (D)
TITLE: Critical Infrastructure Facilities Bond Acts
INTRODUCED: 01/10/2006
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
Enacts the Critical Infrastructure Facilities Bond Act of 2006. Authorizes bonds for the construction or renovation of state trial court facilities, state park system capital assets, mental health hospitals, and certain other state facilities.
STATUS:
01/10/2006 INTRODUCED.

CA AB 1838 **AUTHOR:** Oropeza (D)
TITLE: Transportation Bond Acts of 2006, 2008, and 2012
INTRODUCED: 01/10/2006
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
Authorizes general obligation bonds for various transportation purposes. Pledges a percentage of existing fuel excise taxes and truck weight fees to offset the general fund cost for bond debt service. Authorizes transportation entities to use a design-build process for contracting on transportation projects.

STATUS:
01/10/2006 INTRODUCED.

CA AB 1853

AUTHOR: Matthews (D)
TITLE: Railroad-Highway Crossings: Grade Separation Projects
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/13/2006
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:
Requires the Public Utilities Commission, in establishing a project priority list, to specifically assess a grade separation or alteration project for railroad crossing blocking delays that disproportionately affect emergency services.
STATUS:
01/26/2006 To ASSEMBLY Committee on TRANSPORTATION.

CA AB 1879

AUTHOR: Lieber (D)
TITLE: Vehicles: HOV Lanes
FISCAL COMMITTEE: no
URGENCY CLAUSE: yes
INTRODUCED: 01/19/2006
DISPOSITION: Pending
COMMITTEE: Assembly Transportation Committee
HEARING: 03/20/2006 1:30 pm
SUMMARY:
Requires a local authority if it authorizes or permits exclusive or preferential use of highway lanes or highway access ramps for high-occupancy vehicles, to also extend the use of those lanes or ramps to vehicles that have been issued distinctive decals, labels or other identifiers because the vehicles meet conditions specified.
STATUS:
03/06/2006 In ASSEMBLY Committee on TRANSPORTATION: Not heard.

CA AB 2025

AUTHOR: Niello (R)
TITLE: Design-Build Contracts
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/14/2006
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:
Authorizes the Department of Transportation to contract using the design-build process for the design and construction of transportation projects. Requires the director of the department to establish a prequalification and selection process.
STATUS:
02/23/2006 To ASSEMBLY Committee on TRANSPORTATION.

CA AB 2295

AUTHOR: Arambula (D)
TITLE: Transportation Capital Improvement Projects
INTRODUCED: 02/22/2006
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:
States that local road rehabilitation projects are eligible for funds allocated for transportation capital improvement funds.
STATUS:
03/02/2006 To ASSEMBLY Committee on TRANSPORTATION.
Position: CSAC-Sup

CA AB 2361

AUTHOR: Huff (R)
TITLE: Transportation: Federal Funds: Border Infrastructure
INTRODUCED: 02/23/2006
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:
Exempts federal funds derived from apportionments made to the state under the coordinated border

infrastructure program from being subject to the funding distribution and fair share formulas. Requires these funds to be programmed by the Transportation Commission through a competitive grant program separate from the state transportation improvement program in a manner consistent with federal law.

STATUS:

03/13/2006

To ASSEMBLY Committee on TRANSPORTATION.

CA AB 2538

AUTHOR:

Wolk (D)

TITLE:

Transportation Funds

INTRODUCED:

02/23/2006

DISPOSITION:

Pending

LOCATION:

Assembly Transportation Committee

SUMMARY:

Authorizes each transportation planning agency or county transportation commission to request and receive up to 5% of federal metropolitan planning funds for the purposes of project planning, programming, and monitoring. Establishes a minimum amount to be allocated for this purpose.

STATUS:

03/13/2006

To ASSEMBLY Committee on TRANSPORTATION.

03/13/2006

To ASSEMBLY Committee on TRANSPORTATION.

CA AB 2600

AUTHOR:

Lieu (D)

TITLE:

Vehicles: HOV Lanes

INTRODUCED:

02/24/2006

DISPOSITION:

Pending

LOCATION:

Assembly Transportation Committee

SUMMARY:

Extends the provisions of existing law that requires the Department of Motor Vehicles to make available for issuance, distinctive decals, labels, and other identifiers for a vehicle that meets the super ultra-low emission vehicle standards for exhaust emission and the federal inherently low-emission vehicle (ILEV) evaporate emission standards, and vehicles produced during the 2004 model year or earlier that meets the ultra-low emission vehicle standards for exhaustive emissions and the ILEV standards.

STATUS:

03/13/2006

To ASSEMBLY Committee on TRANSPORTATION.

Position:

CALCOG-Opp

CA AB 2604

AUTHOR:

Emmerson (R)

TITLE:

Highway Construction Contracts: Design-Build Method

INTRODUCED:

02/24/2006

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Authorizes the San Bernardino Associated Governments (SANBAG) to use a design-build procurement method for the construction of improvements to the interchange of Tippecanoe Avenue and Interstate 10 in the City of San Bernardino located in San Bernardino County.

STATUS:

02/24/2006

INTRODUCED.

CA AB 2896

AUTHOR:

Karnette (D)

TITLE:

Commercial Transportation Development Council

INTRODUCED:

02/24/2006

DISPOSITION:

Pending

LOCATION:

Assembly Transportation Committee

SUMMARY:

Creates the Commercial Transportation Development Council to review and collect data and to provide advice concerning the needs of commercial transportation in the state.

STATUS:

03/13/2006

To ASSEMBLY Committee on TRANSPORTATION.

CA ACA 4

AUTHOR:

Plescia (R)

TITLE:

Transportation Investment Fund

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

12/06/2004

LAST AMEND:

05/09/2005

DISPOSITION:

Pending

LOCATION:

Assembly Appropriations Committee

SUMMARY:

Proposes an amendment to the Constitution that relates to existing law which requires that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund. Deletes the provision authorizing the Governor and the Legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.

STATUS:

01/09/2006

From ASSEMBLY Committee on TRANSPORTATION: Be adopted to Committee on APPROPRIATIONS.

Position:

CALCOG-Sup

Subject:

Revenue/Bond, Transport

CA ACA 7

AUTHOR:

Nation (D)

TITLE:

Local Governmental Taxation

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

12/06/2004

DISPOSITION:

Pending - Carryover

LOCATION:

Assembly Appropriations Committee

SUMMARY:

Proposes a Constitutional Amendment to change the 2/3 voter-approval requirement for special taxes to instead authorize a city, county, or special district to impose a special tax with the approval of 55% of its voters voting on the tax. Makes technical nonsubstantive changes to these provisions.

STATUS:

05/25/2005

In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

Position:

CSAC-Sup, CSAC-Sup, League-Sup 03/08/2005

Subject:

Revenue/Bond, Transport

CA SB 371

AUTHOR:

Torlakson (D)

TITLE:

Public Contracts: Design-Build: Transportation

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

02/17/2005

LAST AMEND:

01/23/2006

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Declares the intent of the Legislature to enact legislation that would develop an alternative and optional procedure for bidding on highway, bridge, tunnel, or public transit construction projects in the jurisdiction of any county, local transportation authority or local or regional transportation entity. Authorizes the Department of Transportation to develop an alternative bidding procedure for highway, bridge, or tunnel projects on the state highway system.

STATUS:

01/30/2006

In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.

Position:

SCAG-Sup 04/15/2005

Subject:

Transport

CA SB 561

AUTHOR:

Runner G (R)

TITLE:

Toll Road Agreements

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

yes

INTRODUCED:

02/18/2005

LAST AMEND:

05/24/2005

DISPOSITION:

Failed

LOCATION:

SENATE

SUMMARY:

Authorizes the Department of Transportation to enter into comprehensive development franchise agreements with public and private entities or consortia for specified types of transportation projects, subject to certain requirements and conditions. Authorizes tolls to be collected after the termination of the franchise agreement period, subject to approval of the Transportation Commission. Requires such agreement to allow the department to open a competitive state facility in the same corridor.

STATUS:

01/31/2006

In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.

Position:

CALCOG-Sup

Subject:

Transport

CA SB 760	AUTHOR: Lowenthal (D) TITLE: Ports: Congestion Relief: Security Enhancement FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/22/2005 LAST AMEND: 05/27/2005 DISPOSITION: Pending - Carryover LOCATION: Assembly Appropriations Committee SUMMARY: Imposes on each shipping container processed in the Port of Los Angeles or the Port of Long Beach a fee of \$30 per twenty-foot equivalent unit, payable by the marine terminal operator processing the container to the port where the marine terminal is located. Requires each port to retain 1/3 of the funds derived from imposition of the fee and transmit the remaining 2/3 in the amount of 1/2 due to the Port Congestion Relief Trust Fund and 1/2 to the South Coast Air Quality Management District. STATUS: 06/27/2005 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS. Position: SCAG-Watch 05/05/2005 Subject: Transport
CA SB 1020	AUTHOR: Migden (D) TITLE: County Sales and Use Taxes: Rate Increase INTRODUCED: 02/22/2005 DISPOSITION: Failed LOCATION: SENATE SUMMARY: Authorizes a county or city and county to impose an additional 1/4 of 1% sales and use tax rate under the Bradley-Burns Law. Requires a county or city and county that imposes this additional rate to deposit all revenues derived therefrom, less specified administrative costs, into a local transportation fund. Requires a county or city and county that imposes this additional tax to comply with the applicable voter-approval requirements of a specified provision of the California Constitution. STATUS: 01/31/2006 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56. Position: CALCOG-Sup Subject: Revenue/Bond, Transport
CA SB 1024	AUTHOR: Perata (D) TITLE: Public Works and Improvements: Bond Measure FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/22/2005 LAST AMEND: 01/26/2006 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Enacts the Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2005 to authorize general obligation bonds for the state transportation improvement program, levee improvements, passenger rail improvements, restoration of Proposition 42 funds, port infrastructure and security, trade corridors, transit security, grade separation, local bridge seismic projects, state-local transportation projects, emissions reduction, environmental enhancement, transit-oriented development, and housing for infill. STATUS: 01/30/2006 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. Position: CALCOG-Sup, SCAG-Watch 05/05/2005 Subject: Revenue/Bond, Transport
CA SB 1161	AUTHOR: Alarcon (D) TITLE: State Highways: Design-Sequencing Contracts INTRODUCED: 01/10/2006 DISPOSITION: Pending LOCATION: Senate Transportation and Housing Committee SUMMARY: Relates to existing law authorizing the Department of Transportation, to conduct a pilot project to award design-sequencing contracts for the design and construction of not more than 12 transportation projects. Authorizes the department to award contracts for projects using the design-sequencing contract method, certain requirements are met. STATUS:

01/19/2006

To SENATE Committee on TRANSPORTATION AND HOUSING.

CA SB 1163 **AUTHOR:** Ackerman (R)
TITLE: Critical Infrastructure Facilities Bond Acts
INTRODUCED: 01/10/2006
DISPOSITION: Pending
LOCATION: Senate Judiciary Committee
SUMMARY:
Enacts the California Critical Infrastructure Facilities Bond Act of 2006. Authorizes bonds for purposes of financing the acquisition, construction, or renovation of state trial court facilities, state park system capital assets, mental health hospitals, and certain other state facilities.
STATUS:
01/30/2006 In SENATE Committee on JUDICIARY: Heard, remains in Committee.

CA SB 1165 **AUTHOR:** Dutton (R)
TITLE: Transportation Bond Acts of 2006, 2008, and 2012
INTRODUCED: 01/10/2006
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:
Authorizes state general obligation bonds for various transportation purposes. Authorizes certain state and local transportation entities to use a design-build process for contracting on transportation projects.
STATUS:
01/19/2006 To SENATE Committees on TRANSPORTATION AND HOUSING and ENVIRONMENTAL QUALITY.

CA SB 1282 **AUTHOR:** Ducheny (D)
TITLE: Transportation: Federal Funds: Border Infrastructure
FISCAL COMMITTEE: yes
URGENCY CLAUSE: yes
INTRODUCED: 02/14/2006
DISPOSITION: Pending
COMMITTEE: Senate Transportation and Housing Committee
HEARING: 03/21/2006 1:30 pm
SUMMARY:
Requires federal funds apportioned to the state under the coordinated border infrastructure program of the Safe, Accountable Flexible, Efficient Transportation Equity act: a Legacy for Users (SAFETEA-LU) to be programmed, allocated and expended in the same manner as other federal transportation capital funds in the state transportation improvement program. Authorizes use of funds for projects in Mexico.
STATUS:
02/22/2006 To SENATE Committee on TRANSPORTATION AND HOUSING.

CA SB 1384 **AUTHOR:** Kuehl (D)
TITLE: Los Angeles-Exposition Metro Line Light Rail Project
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2006
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:
Requires the Exposition Metro Line Construction Authority, upon allocation of federal, state, and local funds by the LACMTA, to conduct environmental studies in addition to the financial studies and the planning and engineering necessary for the completion of the Los Angeles-Exposition Metro Line light rail project. Revises the provisions requiring the LACMTA to enter into an agreement with the construction authority to hold in trust certain property and assets.
STATUS:
03/02/2006 To SENATE Committee on TRANSPORTATION AND HOUSING.

CA SB 1436 **AUTHOR:** Figueroa (D)
TITLE: Small Business: Regulation Process
INTRODUCED: 02/22/2006
DISPOSITION: Pending
LOCATION: Senate Rules Committee
SUMMARY:
States the intent of the Legislature to enact legislation to assist small businesses in complying with regulatory standards designed to protect the public and to allow small businesses to correct minor

violations before the business is subject to punitive regulatory action for a first offense by establishing specified requirements as part of the regulatory process.

STATUS:

03/02/2006

To SENATE Committee on RULES.

CA SB 1493	AUTHOR: TITLE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY:	McClintock (R) Safe, Reliable High-Speed Passenger Train Bond: Repeal 02/23/2006 Pending Senate Transportation and Housing Committee Repeals provisions of existing law that provides for submission of the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the voters for approval at the November 7, 2006, general election.
	STATUS: 03/09/2006	To SENATE Committee on TRANSPORTATION AND HOUSING.

CA SB 1494	AUTHOR: TITLE: INTRODUCED: DISPOSITION: COMMITTEE: HEARING: SUMMARY:	McClintock (R) Top Priority Transportation Projects 02/23/2006 Pending Senate Transportation and Housing Committee 04/04/2006 1:30 pm Authorizes the transportation to designate transportation projects of statewide significance as top priority projects. exempts these projects from the Environment Quality Act. Authorizes the Department of Transportation or other implementing agency to use design-build and design-sequencing procedures for the project.
	STATUS: 03/09/2006	To SENATE Committees on TRANSPORTATION AND HOUSING and ENVIRONMENTAL QUALITY.

CA SB 1687	AUTHOR: TITLE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY:	Murray (D) L.A. County Metropolitan Transportation Authority 02/24/2006 Pending Senate Transportation and Housing Committee Authorizes the Los Angeles County Metropolitan Transportation Authority to impose the tax subject to voter approval and other requirements. Extends the completion date for two of the projects, the Metro Center Connector and the Metro Red Line Extension to Fairfax Avenue.
	STATUS: 03/09/2006	To SENATE Committee on TRANSPORTATION AND HOUSING.

CA SB 1703	AUTHOR: TITLE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY:	Lowenthal (D) State Transportation Commission 02/24/2006 Pending Senate Transportation and Housing Committee Relates to the State Transportation Commission. Provides for 7 members appointed by the Governor, 1 member appointed by the Senate Committee on Rules, and 1 member appointed by the Speaker of the Assembly, plus the 2 ex officio nonvoting legislative members.
	STATUS: 03/09/2006	To SENATE Committee on TRANSPORTATION AND HOUSING.

CA SCA 7	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: DISPOSITION: FILE: LOCATION: SUMMARY:	Torlakson (D) Transportation Investment Fund no no 02/15/2005 01/12/2006 Pending 21 Senate Third Reading File
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Proposes an amendment to the Constitution to make a nonsubstantive change to a specified Article which states that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund for allocation for various transportation purposes; authorizes this transfer to be suspended in whole or in part for a fiscal emergency by proclamation of the Governor and the enactment of a statute by the Legislature.

STATUS:

01/31/2006

In SENATE. Read second time. To third reading.

Subject:

Revenue/Bond, Transport

A ACA 4 a

AUTHOR:

Keene (R)

TITLE:

State Finances

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

01/20/2005

LAST AMEND:

04/11/2005

DISPOSITION:

Pending

LOCATION:

Assembly Budget Process Committee

SUMMARY:

Proposes a Constitutional amendment that requires, rather than authorizes, the Governor to issue a proclamation declaring a fiscal emergency, and specifies that the proclamation would be issued when the Governor determines either that General Fund revenues will decline below the estimate of General Fund revenues upon which the Budget Bill for that fiscal year was based, or that General Fund expenditures will increase above that estimate of General Fund revenues, or both, by a specified amount.

STATUS:

04/11/2005

From ASSEMBLY Committee on BUDGET PROCESS with author's amendments.

04/11/2005

In ASSEMBLY. Read second time and amended. Re-referred to ASSEMBLY Committee on BUDGET PROCESS.

COMMENTARY:

Prop 42 provisions only

Position:

SCAG-Sup&Amend 05/05/2005

Subject:

Revenue/Bond, Transport

US HR 3

SPONSOR:

Young D (R)

TITLE:

Highway Program Funds

INTRODUCED:

02/09/2005

ENACTED:

08/10/2005

DISPOSITION:

Enacted

LOCATION:

Chaptered

CHAPTER #:

109-59

SUMMARY:

Creates the Safe, Accountable, Flexible, Efficient Transportation Equity Act; authorizes funds for Federal-aid highways, highway safety programs, and transit programs.

STATUS:

09/01/2005

Public Law No. 109-59

US HR 942

SPONSOR:

Kilpatrick (D)

TITLE:

Surface Transportation Projects

INTRODUCED:

02/17/2005

DISPOSITION:

Pending

LOCATION:

Multiple Committees

SUMMARY:

To require government agencies carrying out surface transportation projects to conduct a cost - benefit analysis before procuring architectural, engineering, and related services from a private contractor, and for other purposes.

STATUS:

02/17/2005

INTRODUCED.

02/17/2005

To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

02/17/2005

Additionally referred to HOUSE Committee on GOVERNMENT REFORM.

US HR 996

SPONSOR:

Thomas (R)

TITLE:

Highway Related Taxes

INTRODUCED:

03/01/2005

DISPOSITION:

Pending

LOCATION:

HOUSE

SUMMARY:

Provides for the extension of highway related taxes and trust funds.

STATUS:

03/08/2005 From HOUSE Committee on WAYS AND MEANS: Reported as amended.

S HR 1085

SPONSOR: Burgess (R)
TITLE: Design Build
INTRODUCED: 03/03/2005
DISPOSITION: Pending
LOCATION: House Transportation & Infrastructure Committee
SUMMARY:

To amend title 23, United States Code, relating to design - build contracting.

STATUS:

03/03/2005 INTRODUCED.
03/03/2005 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

JS HR 1097

SPONSOR: Garrett (R)
TITLE: Tax on Fuels
INTRODUCED: 03/03/2005
DISPOSITION: Pending
LOCATION: House Ways and Means Committee
SUMMARY:

To amend the Internal Revenue Code of 1986 to reduce the Federal tax on fuels by the amount of any increase in the rate of tax on such fuel by the States.

STATUS:

03/03/2005 INTRODUCED.
03/03/2005 To HOUSE Committee on WAYS AND MEANS.

JS HR 1110

SPONSOR: Marchant (R)
TITLE: Tolls
INTRODUCED: 03/03/2005
DISPOSITION: Pending
LOCATION: House Transportation & Infrastructure Committee
SUMMARY:

To amend title 23, United States Code, relating to the toll credit toward the non - Federal share payable for certain highway and transit projects.

STATUS:

03/03/2005 INTRODUCED.
03/03/2005 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US HR 1111

SPONSOR: Marchant (R)
TITLE: Design Build Contracting
INTRODUCED: 03/03/2005
DISPOSITION: Pending
LOCATION: House Transportation & Infrastructure Committee
SUMMARY:

To amend title 23, United States Code, relating to design - build contracting.

STATUS:

03/03/2005 INTRODUCED.
03/03/2005 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US HR 2649

SPONSOR: Markey (D)
TITLE: Aviation Security
INTRODUCED: 05/26/2005
DISPOSITION: Pending
LOCATION: Multiple Committees
SUMMARY:

Strengthens aviation security.

STATUS:

05/26/2005 INTRODUCED.
05/26/2005 To HOUSE Committee on HOMELAND SECURITY.
05/26/2005 Additionally referred to HOUSE Committee on JUDICIARY.
05/26/2005 Additionally referred to HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US HR 4071

SPONSOR: Flake (R)

TITLE: Transportation Accountability and Flexibility
INTRODUCED: 10/18/2005
DISPOSITION: Pending
LOCATION: House Transportation & Infrastructure Committee
SUMMARY:

Creates the Accountability and Flexibility Associated with Spending on Transportation Act of 2005; relates to fund control to states for specified transportation related project; provides for the rescinding of federal transportation funds from states beginning September 30, 2006;.

STATUS:

10/18/2005

INTRODUCED.

10/18/2005

To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

S S 104

SPONSOR: Talent (R)
TITLE: Highway Projects and Rail Transfer Facilities
INTRODUCED: 01/24/2005
DISPOSITION: Pending
LOCATION: Senate Finance Committee
SUMMARY:

A bill to amend the Internal Revenue Code of 1986 to provide tax - exempt financing of highway projects and rail - truck transfer facilities.

STATUS:

01/24/2005

INTRODUCED.

01/24/2005

In SENATE. Read second time.

01/24/2005

To SENATE Committee on FINANCE.

IS S 129

SPONSOR: Talent (R)
TITLE: Facilities
INTRODUCED: 01/24/2005
DISPOSITION: Pending
LOCATION: Senate Environment and Public Works Committee
SUMMARY:

A bill to amend title 23, United States Code, to provide for HOV facilities.

STATUS:

01/24/2005

INTRODUCED.

01/24/2005

In SENATE. Read second time.

01/24/2005

To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

US S 197

SPONSOR: Boxer (D)
TITLE: Traffic Congestion
INTRODUCED: 01/26/2005
DISPOSITION: Pending
LOCATION: Senate Commerce, Science & Transportation Committee
SUMMARY:

A bill to improve safety and reduce traffic congestion at grade crossings.

STATUS:

01/26/2005

INTRODUCED.

01/26/2005

In SENATE. Read second time.

01/26/2005

To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.

US S 248

SPONSOR: DeMint (R)
TITLE: Surface Transportation Program Projects
INTRODUCED: 02/01/2005
DISPOSITION: Pending
LOCATION: Senate Environment and Public Works Committee
SUMMARY:

A bill to amend title 23, United States Code, to permit States to carry out surface transportation program projects on local roads to address safety concerns.

STATUS:

02/01/2005

INTRODUCED.

02/01/2005

In SENATE. Read second time.

02/01/2005

To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

US S 428

SPONSOR: Talent (R)
TITLE: Funding for Completion of Public Transportation Systems
INTRODUCED: 02/17/2005
DISPOSITION: Pending

LOCATION: Senate Finance Committee

SUMMARY:

Provides new transportation infrastructure funding in addition to TEA-21 levels through bonding to empower States and local governments to complete significant long term capital improvement projects for highways, public transportation systems, and rail systems, and for other purposes.

STATUS:

02/17/2005 INTRODUCED.
02/17/2005 In SENATE. Read second time.
02/17/2005 To SENATE Committee on FINANCE.

JS S 2349

SPONSOR: Lott (R)

TITLE: Legislative Process

INTRODUCED: 03/01/2006

LAST AMEND: 03/08/2006

DISPOSITION: Pending

LOCATION: SENATE

SUMMARY:

Provides greater transparency in the legislative process.

STATUS:

03/08/2006 In SENATE. Amended on SENATE floor.

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AB 134	AUTHOR: Nunez (D) TITLE: Public Infrastructure Bonds FISCAL COMMITTEE: yes URGENCY CLAUSE: yes INTRODUCED: 01/13/2005 LAST AMEND: 03/10/2006 DISPOSITION: Pending LOCATION: SENATE SUMMARY: Enacts A Plan for California's Future: The Traffic Safety and Congestion, Flood Protection, Clean Water, Schools, and Parks Act to authorizes a specified amount of state general obligation bonds. STATUS: 03/10/2006 In SENATE. From Inactive File. To third reading. 03/10/2006 In SENATE. Read third time and amended. Senate Rule 29.3 suspended. To third reading. 03/10/2006 In SENATE. Read third time, urgency clause refused adoption.
AB 1783	AUTHOR: Nunez (D) TITLE: Infrastructure Financing FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 01/04/2006 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Provides for the financing of state and local government infrastructure through various funding sources, including bonds, fees, assessments, and other sources. Funds transportation, flood control, safe water systems, environmental improvement, housing, hospital seismic safety repair, and emergency public safety communications equipment. STATUS: 01/04/2006 INTRODUCED.
CA AB 1831	AUTHOR: Jones (D) TITLE: Critical Infrastructure Facilities Bond Acts INTRODUCED: 01/10/2006 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Enacts the Critical Infrastructure Facilities Bond Act of 2006. Authorizes bonds for the construction or renovation of state trial court facilities, state park system capital assets, mental health hospitals, and certain other state facilities. STATUS: 01/10/2006 INTRODUCED.
CA AB 1833	AUTHOR: Arambula (D) TITLE: Public Safety Bond Act of 2006 and 2010 INTRODUCED: 01/10/2006 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Enacts the Public Safety Bond Act of 2006. Authorizes, for purposes of financing the construction of county jail facilities, the replacement or relocation of facilities that support emergency fire response activities, development of a new state DNA laboratory, renovation or improvement of state correctional facilities and the development of state military facilities. STATUS: 01/10/2006 INTRODUCED.
CA AB 1836	AUTHOR: Daucher (R) TITLE: Education Facilities Bond Act INTRODUCED: 01/10/2006 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Provides for the issuance of state general obligation bonds in specified amounts to provide school

facilities aid to school districts, county superintendents of schools, and county boards of education.
Provides aid for public higher education facilities.

STATUS:

01/10/2006

INTRODUCED.

AB 1838

AUTHOR:

Oropeza (D)

TITLE:

Transportation Bond Acts of 2006, 2008, and 2012

INTRODUCED:

01/10/2006

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Authorizes general obligation bonds for various transportation purposes. Pledges a percentage of existing fuel excise taxes and truck weight fees to offset the general fund cost for bond debt service. Authorizes transportation entities to use a design-build process for contracting on transportation projects.

STATUS:

01/10/2006

INTRODUCED.

AB 1839

AUTHOR:

Laird (D)

TITLE:

Water: Flood Protection and Clean, Safe Water Supply

INTRODUCED:

01/10/2006

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Enacts the Flood Protection and Clean, Safe, Reliable Water Supply Bond and Financing Acts of 2006 and 2010. Authorizes the issuance of bonds for the purposes of financing specified flood protection and water management programs, as scheduled.

STATUS:

01/10/2006

INTRODUCED.

CA SB 153

AUTHOR:

Chesbro (D)

TITLE:

Clean Water, Safe Parks, Coastal Protection

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/08/2005

LAST AMEND:

09/02/2005

DISPOSITION:

Pending - Carryover

LOCATION:

Assembly Appropriations Committee

SUMMARY:

Enacts the California Clean Water, Safe Neighborhood Parks, and Coastal Protection Act of 2006. Authorizes for the purposes of financing a program for the acquisition, development, improvement, preservation, rehabilitation, and restoration of agricultural, coastal, cultural, forest, historical, park, recreational and water resources in the state, the issuance of bonds, pursuant to the General Obligation Bond Law, of bonds in a specified amount.

STATUS:

09/02/2005

From ASSEMBLY Committee on APPROPRIATIONS with author's amendments.

09/02/2005

In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

CA SB 1024

AUTHOR:

Perata (D)

TITLE:

Public Works and Improvements: Bond Measure

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/22/2005

LAST AMEND:

01/26/2006

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Enacts the Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2005 to authorize general obligation bonds for the state transportation improvement program, levee improvements, passenger rail improvements, restoration of Proposition 42 funds, port infrastructure and security, trade corridors, transit security, grade separation, local bridge seismic projects, state-local transportation projects, emissions reduction, environmental enhancement, transit-oriented development, and housing for infill.

STATUS:

01/30/2006

In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.

REPORT

DATE: April 6, 2006

TO: Transportation & Communications Committee
Regional Council

FROM: Nancy Pfeffer, Sr. Regional Planner, 213-236-1869, pfeffer@scag.ca.gov

SUBJECT: Regional Comment on Doha (Qatar) Development Agenda

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve comment for submittal to the Office of the U.S. Trade Representative.

SUMMARY:

The Office of the U.S. Trade Representative is seeking comment on the scope of the environmental review of the multilateral negotiations of the Doha Development Agenda (DDA) conducted under the auspices of the World Trade Organization (WTO) (70FR2695, January 14, 2005). SCAG has prepared consensus comments on the DDA conveying the region's concerns that federal trade policy has created enormous, uncompensated localized burdens in Southern California due to the growth in goods movement.

BACKGROUND:

At the January 5, 2006 meetings of the Transportation and Communications Committee and Regional Council, the TCC and RC approved submitting comments to the Office of the United States Trade Representative on the Interim Environmental Review of the proposed U.S.-Thailand Free Trade Agreement. SCAG now has the opportunity to submit comments on the scope of the environmental review of the DDA. Based primarily on the 'Southern California comments on the Interim Environmental Review of the U.S.-Thailand Free Trade Agreement' document, the attached set of comments to the DDA has been revised to reflect the broader nature of the DDA. Changes made to this document from the original U.S.-Thailand Free Trade Agreement comments are highlighted in gray. The attached comments were approved by the Goods Movement Task Force at their March 15, 2006 meeting.

The attempt of the DDA is to reform the rules of world trade, open new markets for goods and services, spur economic development, and consider the relationship between WTO rules and environmental agreements. For more information related to the Doha Development Agenda, please go to:
http://www.wto.org/English/tratop_e/dda_e/dda_e.htm.

The consideration of the environmental impacts of the DDA provides the region an opportunity to express formally to the federal government our concern about the local impacts of national and international trade. Our comments describe the ways in which the federal government can assist state, regional, and local authorities to address these impacts.

An outline and draft text of the comments are attached.

REPORT

FISCAL IMPACT:

Submittal of these comments will have no fiscal impact on SCAG.



#119996 v1 - Regional Comment on Federal Trade Agreement

Via Electronic Mail

April , 2006

Office of the United States Trade Representative
FR0515@ustr.eop.gov

Southern California Comments on the Scope of the Environmental Review of the Multilateral Negotiations of the Doha Development Agenda (DDA)

Thank you for inviting our comment on the scope of the environmental review of the multilateral negotiations of the Doha Development Agenda (DDA) and particularly for encouraging the provision of further information on the localized environmental effects of importing goods through Southern California.

This document presents the comments of the following organizations:

- Southern California Association of Governments, Regional Council, representing the following jurisdictions:

Adelanto	Cudahy	Laguna Niguel	Rancho Mirage
Agoura Hills	Culver City	Laguna Woods	Rancho Palos Verdes
Alhambra	Cypress	Lake Forest	Redlands
Anaheim	Desert Hot Springs	Lake Elsinore	Redondo Beach
Apple Valley	Diamond Bar	Lakewood	Rialto
Arcadia	Downey	Lancaster	Riverside
Artesia	Duarte	Lawndale	Rolling Hills
Avalon	El Centro	Loma Linda	Rolling Hills Estates
Azusa	El Monte	Lomita	Rosemead
Baldwin Park	El Segundo	Long Beach	San Bernardino
Banning	Fillmore	Los Alamitos	San Buenaventura
Barstow	Fontana	Los Angeles	San Clemente
Beaumont	Fullerton	Lynwood	San Dimas
Bell	Gardena	Malibu	San Fernando
Bellflower	Glendale	Manhattan Beach	San Gabriel
Bell Gardens	Glendora	Maywood	San Marino
Beverly Hills	Grand Terrace	Monrovia	Santa Clarita
Big Bear Lake	Hawaiian Gardens	Montclair	Santa Fe Springs
Bradbury	Hawthorne	Montebello	Santa Monica
Brawley	Hemet	Monterey Park	Santa Paula
Brea	Hermosa Beach	Moorpark	Seal Beach
Buena Park	Hidden Hills	Moreno Valley	Sierra Madre
Burbank	Highland	Murrieta	Signal Hill
Calexico	Holtville	Needles	Simi Valley

Via Electronic Mail

April , 2006

Office of the United States Trade Representative
FR0515@ustr.eop.gov

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DRAFT

Calabasas	Huntington Beach	Newport Beach	South El Monte
Calimesa	Imperial	Norco	South Pasadena
Calipatria	Indian Wells	Norwalk	Temecula
Camarillo	Indio	Ojai	Thousand Oaks
Carson	Industry	Ontario	Torrance
Cathedral City	Inglewood	Oxnard	Tustin
Cerritos	Irvine	Palm Desert	Upland
Chino	Irwindale	Palm Springs	Victorville
Chino Hills	La Canada Flintridge	Palmdale	Walnut
Claremont	La Habra	Paramount	West Covina
Coachella	La Habra Heights	Pasadena	West Hollywood
Colton	La Mirada	Pico Rivera	Westlake Village
Commerce	La Palma	Placentia	Westmorland
Compton	La Quinta	Pomona	Yorba Linda
Corona	La Verne	Port Hueneme	Yucaipa
Covina	Laguna Beach	Rancho Cucamonga	Yucca Valley

- Riverside County Transportation Commission (Executive Staff)
- San Bernardino Associated Governments (Executive Staff)
- Orange County Transportation Authority (Executive Staff)
- County of Riverside, California
- City of Long Beach, California
- City of Port Hueneme
- San Pedro & Peninsula Homeowners Coalition

In addition, we have worked extensively on goods movement issues and have coordinated the development of these comments with staff of the following regional transportation agencies:

- Los Angeles County Metropolitan Transportation Authority
- Ventura County Transportation Commission

As the public agencies planning and constructing major regional transportation infrastructure within Southern California, we appreciate the opportunity to discuss the daunting environmental effects that face Southern California from the dramatic increases in the stream of imported freight through our region to the nation. While the Doha Development Agenda would serve to facilitate global trade and increase economic opportunities, it is also important to recognize the localized impacts global trade imposes, including air quality and congestion. We welcome the Administration's appreciation of the importance of such effects and would further welcome the opportunity to work with the affected federal agencies to mitigate them.

In brief, we believe there is a clear federal responsibility to help our region address the local domestic impacts of global trade. We look to the federal government to take the following specific steps:

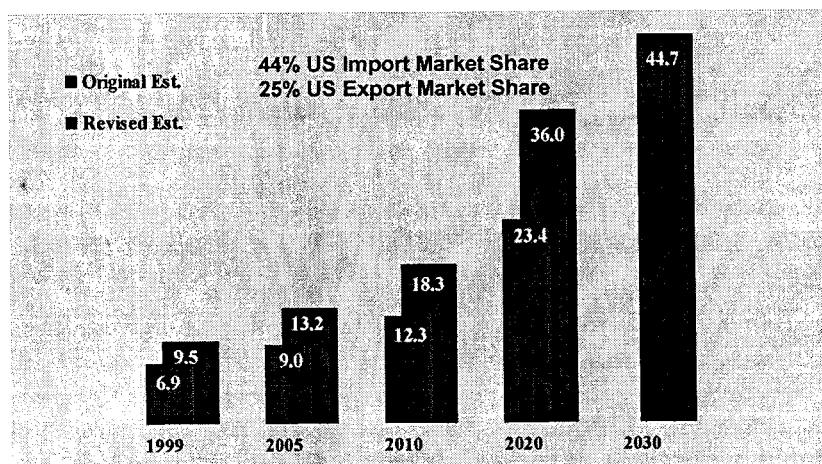
- Control pollution sources under federal jurisdiction (locomotives, aircraft, trucks, vessels, and other cargo-handling equipment)
- Act to control international vessel emissions via treaty ratification

- Improve and prioritize environmental review processes under the National Environmental Policy Act (NEPA)
- Support innovative funding approaches (both legislative and regulatory, as needed)
- Support development of collaborative implementation strategies
- Seek additional agreement provisions that will reduce environmental impacts in Southern California.

Further detail on each of these steps is provided in Section III.

In submitting these comments, our goal is not to discourage the development of trade agreements in general, or to oppose this one in particular. Nor do we wish to undo a decade or more of federal trade policy.

Figure 1. Total Actual and Projected Container Growth, Ports of Los Angeles & Long Beach, CA (million TEU*)



Source: Ports of Los Angeles and Long Beach; TEU = Twenty-foot Equivalent Unit

NOTE: The Port of Los Angeles Baseline Transportation Study (April, 2004) forecasts an unconstrained market demand total of 47 million TEUs in 2025. However, the Ports of Los Angeles and Long Beach believe this is beyond the physical capacity of the port complex. As a result, the forecast of 44.7 million TEUs in 2030 listed above is a physical capacity constrained forecast.

Instead, we wish to highlight the need for federal participation in addressing the localized domestic impacts from international trade. In economic terms, these impacts are externalities: no party to the trade transactions currently pays the cost of mitigation. Unfortunately, the additional emissions burden from increased trade will move Southern California even farther away from attainment of health-based ambient air quality standards. Therefore, the negotiation of the DDA and the accompanying Interim Environmental Review (IER), when written, offers an opportunity to seek alternatives to this model that will ensure future trade benefits without undue local burdens. In fact, we would like for the scope of the environmental review to include an assessment of air pollution, water pollution, and local community impacts of the DDA.

I. Background

The already vast population in Southern California – 16.5 million as of the 2000 Census¹ – is expected to increase to 22.9 million by 2030 (an increase of 38%, or approximately 6 million people within 30 years). This growth will place significant demands on the already burdened capacity of the region's transportation infrastructure, *independent of any consideration of the region's increasing prominence as an international freight gateway.*

Past federal agreements on international trade have caused tremendous localized environmental, public health, quality of life, and infrastructure impacts in our region. This is true for both marine and land-based modes of cargo transportation: vessels sailing to and from China as well as trucks crossing in and out of Mexico.

Southern California has long been in the unenviable position of having the nation's worst air quality. It is becoming clearer that the use of bunker and diesel fuel, predominantly for the transport of freight, is a large contributor to this status. Indeed, as passenger vehicles become cleaner, the impact of freight movement on air quality becomes even more apparent. Furthermore, new health studies are drawing ever stronger conclusions about the association of pollution with public health effects such as asthma, reduced lung function, and cancer risk.

Our local transportation infrastructure also bears a national burden from international trade. Over 70% of the goods entering through Southern California are headed for final destinations outside the region.² Taken together, the two huge ports of Los Angeles and Long Beach (the San Pedro Bay ports) are the fifth largest container ports in the world. They handle over 40% of the nation's imported container trade and a quarter of its exported containers.

Just to manage today's freight volumes, this gateway region hosts a vast system of rail corridors and intermodal yards, truck depots, warehouses and distribution centers reaching inland a hundred miles or more to Riverside and San Bernardino Counties. In Ventura County, Port Hueneme handles \$4 billion a year in agricultural products, autos, and other general cargo, while Imperial County serves as the land gateway with Mexico. The region's freeways and rail lines, already famously congested, are the sites of daily competition between vehicles moving people and those moving freight.

II. The Localized Impacts of International Trade

A. Public Health Impacts

Despite the daunting challenges of a large urban area, a huge human and vehicle population, and a ring of mountains that traps pollution, Southern California has

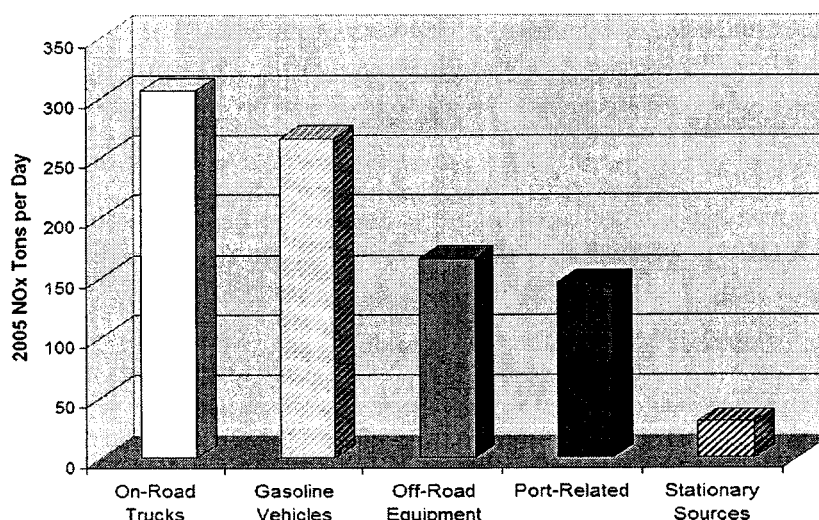
¹ Total for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

² SCAG Port & Modal Elasticity Study, September 2005,
<http://scag.ca.gov/goodsmove/pdf/FinalElasticityReport0905.pdf>.

made great strides towards better air quality. However, improvements have begun to level off as the effects of regulation are offset by continued growth.

In December 2005, the California Air Resources Board (CARB) issued a draft Emission Reduction Plan for Ports and International Goods Movement in California. This document compiles and summarizes current estimates of goods-movement related air pollutant emissions, both statewide and in Southern California. The document estimates that “[r]oughly one-third of all goods movement emissions statewide are generated in the Los Angeles region.” It also points out that “[o]n a typical day, more than 400 tons per day of NO_x are emitted from ports and goods movement activities in California, representing about 10 percent of the statewide NO_x inventory.”

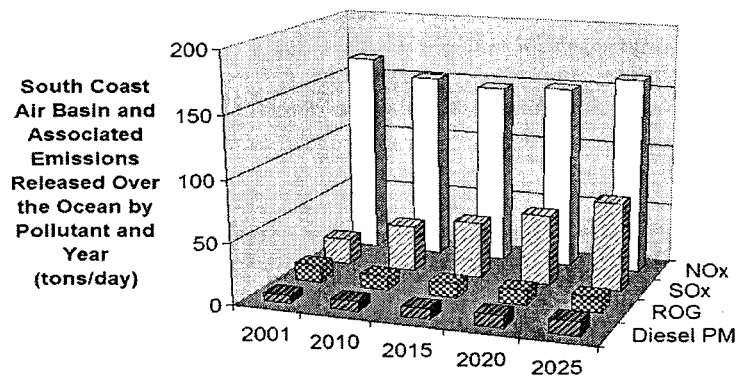
Figure 2. Estimated 2005 NO_x Emissions in the South Coast Air Basin (tons/day)



Source: State Goods Movement Action Plan, Phase I, September 2005; California Air Resources Board, California Emission Inventory Development and Reporting System (CEIDARS).

Figure 2 shows the estimated magnitude of current NO_x emissions from all source types in Southern California. Note the large contributions from both port-related sources – those located at the ports themselves – and on-road trucks, which are the main means of carrying goods throughout the region and often beyond. Figure 3 shows the estimated growth in goods movement-related emissions over time in Southern California, given current practices and trends.

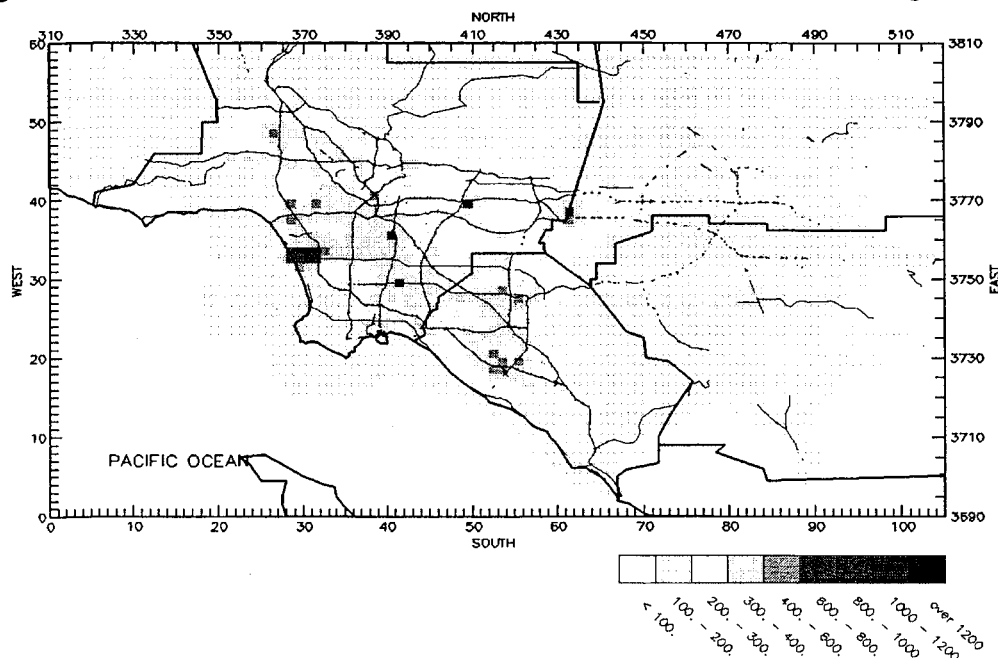
Figure 3. Ports and International Goods Movement Emissions in the South Coast Air Basin



Source: Estimates from California Air Resources Board Draft Emission Reduction Plan for Ports and International Goods Movement in California, December 2005

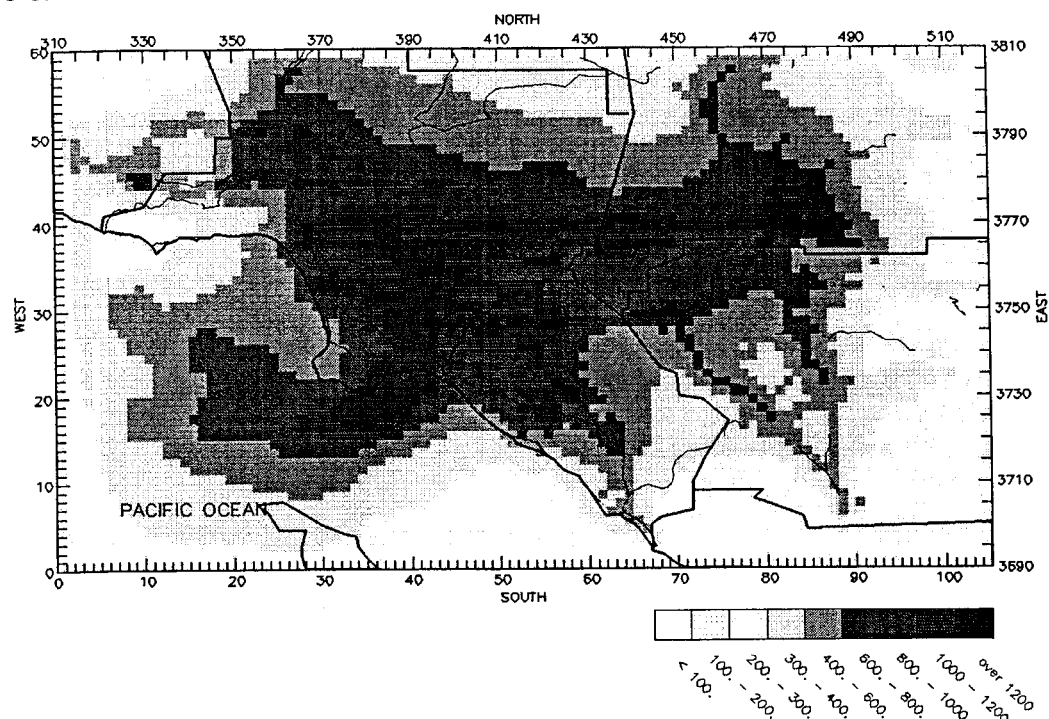
In Figure 3, note the near doubling of diesel particulate matter emissions. While their magnitude may be small in comparison to NOx emissions, diesel particulate has been listed by the State of California as a toxic air contaminant. The South Coast Air Quality Management District, in its 2000 Multiple Air Toxics Exposure Study (MATES) II, found that 70% of excess lifetime cancer risk from toxic air pollutants in the region was attributable to this pollutant. Figures 4 and 5 show the study's estimate of basinwide cancer risk without, and with, the contribution of diesel particulates, respectively – a dramatic difference.

Figure 4. Estimated Risk of Cancer from Airborne Toxics: Excluding Diesel



Source: SCAQMD, Multiple Air Toxics Exposure Study II, March 2000

Figure 5. Estimated Risk of Cancer from Airborne Toxics: All Emission Sources



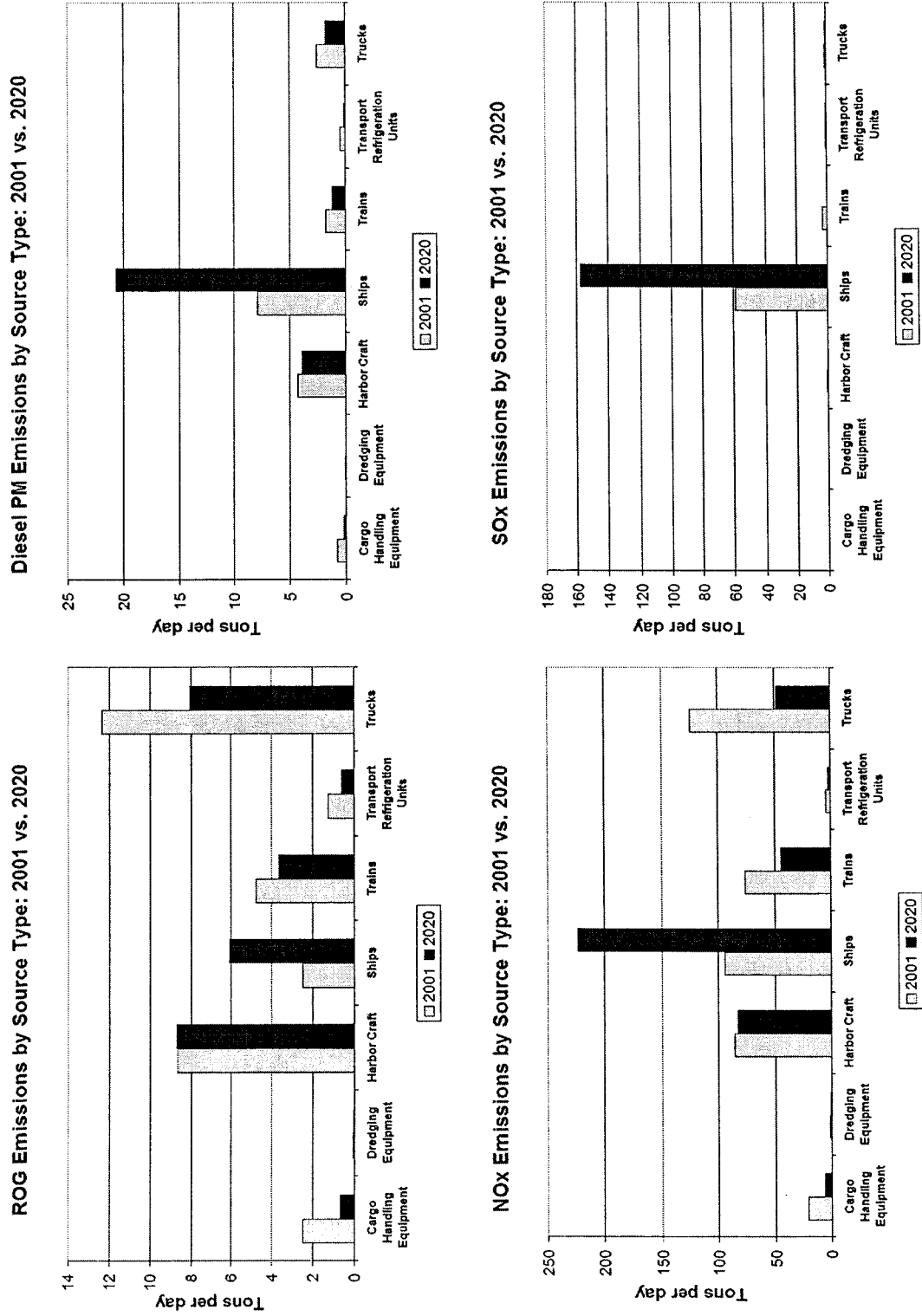
Source: SCAQMD, Multiple Air Toxics Exposure Study II, March 2000

Figure 6 on the next page shows the relative contributions of various source types to the statewide goods movement emissions inventory for four pollutants, in 2001 and projected for 2020. Note that ocean-going vessels (ships) will come to dominate the emissions inventory as other sources are gradually controlled. These vessels present a particular challenge to Southern California since their emissions are not under local, state, or even federal jurisdiction. In fact, vessels are the least well-regulated of the emission sources affecting our region. With the projected trade growth, we are likely to see a dramatic increase in ship traffic here, even with increasing vessel size. Any increase in vessel traffic facilitated by the WTO agreement will serve only to worsen Southern California's air quality and the public health problems it causes.

Figure 6. Statewide Ports and International Goods Movement Emissions:

2001 v. 2020

Source: California Air Resources Board Draft Emission Reduction Plan for Ports and International Goods Movement in California, December 2005



Recent studies by Southern California researchers have demonstrated clear associations between ozone and diesel particulate pollution and public health impacts. The 10-year University of Southern California Children's Health Study found that "children in the more-polluted communities have:

- Reduced lung function growth (their lungs grow more slowly)
- Improvement in lung function if they move to a less polluted community
- More school absences from acute respiratory problems when ozone levels go up
- Asthma exacerbation (in areas with more traffic-related pollutants)
- More cases of newly diagnosed asthma (in areas with high ozone levels)."³

Another study published in the Journal of the American Medical Association concluded that "[l]ong-term exposure to combustion-related fine particulate air pollution is an important environmental risk factor for cardiopulmonary and lung cancer mortality."⁴ Other studies have found:⁵

- Elevated risk of lung cancer in railroad workers (Garshick et al. 2004)
- More asthma cases among those within 150 m of a major road (McConnell et al 2005)
- Thickening of arterial walls in elderly women with exposure to fine particles (Künzli et al. 2005)
- Higher risk of pre-term and low-birth-weight babies near freeways with heavy truck traffic (Ritz et al. 2002)
- Triple the normal risk of cardiac birth defects in high-pollution areas (Ritz et al. 1998)
- Ultrafine particles (smaller than .1 micron) lodged in the brain and heart and in the mitochondria of cells (Oberdorster et al. 2004; Southern California Particle Center⁶).

The implications of these findings are reflected in estimated public health impacts summarized by CARB in Table 1. The agency estimates that anywhere from 260 to 1300 excess premature deaths occur per year in the state as the result of particulate matter and ozone levels related to international goods movement, as well as approximately 15,000 excess asthma attacks per year and 130,000 lost work days per year. The total estimated economic cost of these and related health effects: approximately \$6.3 billion per year, statewide.

³ "Road To An Unhealthy Future For Southern California's Children," Andrea M. Hricko, USC Keck School of Medicine, August 2004. Also see W. James Gauderman et al., "The Effect of Air Pollution on Lung Development from 10 to 18 Years of Age," New England Journal of Medicine 351:1057-67, 2004.

⁴ C. Arden Pope et al., "Lung Cancer, Cardiopulmonary Mortality, and Long-Term Exposure to Fine Particulate Air Pollution," Journal of the American Medical Association 287:1132-1141, 2002.

⁵ The following references are cited in a presentation by Ed Avol of the USC/UCLA Southern California Environmental Health Sciences Center, available at http://scag.ca.gov/goodsmove/pdf/gmtf111605_EdAvol.pdf.

⁶ See <http://www.ph.ucla.edu/scpcs/> for references and further information.

Table 1: Annual 2005 Statewide PM and Ozone Health Effects Associated with Ports and International Goods Movement¹

Health Outcome	Cases per Year	Uncertainty Range ²	Valuation (millions)	Uncertainty Range ³
Premature Death	750	260 to 1,300	\$6,200	\$2,100 to 12,000
Hospital Admissions (Respiratory Causes)	290	170 to 410	\$10	\$6 to 14
Asthma Attacks	15,000	3,600 to 26,000	\$1	\$0 to 2
Work Loss Days	130,000	110,000 to 150,000	\$23	\$19 to 26
Minor Restricted Activity Days	880,000	630,000 to 1,100,000	\$53	\$25 to 110
School Absence Days	330,000	85,000 to 610,000	\$28	\$7 to 53
TOTAL VALUATION	N/A	N/A	\$6,300	\$2,200 to 12,000

¹Does not include the contributions from particle sulfate formed from SO_x emissions, which is being addressed with several ongoing emissions, measurement, and modeling studies.

²Range reflects uncertainty in concentration-response functions, but not in emissions or exposure estimates.

³Range reflects statistically combined uncertainty in concentration-response functions and economic values, but not in emissions or exposure estimates.

Source: California Air Resources Board Draft Emission Reduction Plan for Ports and International Goods Movement in California, December 2005

B. Quality-of-Life Impacts

Community members living in the areas most affected by goods movement cite numerous impacts to their quality of life, including:

- Noise from port activities, intermodal yards, and freeways, both during the day and at night. As freight movement spills into evening and weekend hours to accommodate growing volume, these impacts can be expected to worsen.
- Light at all hours from freight-related facilities.
- The visual blight resulting from proximity of freight facilities (intermodal yards, freeways, and warehouses) to homes. Residents complain of freight containers stacked so high that they begin to block the sky, and of trucks parked on neighborhood streets. Truck intrusion into neighborhoods and near schools creates additional concerns.
- Vibration from passing trucks and trains.
- Derailment of freight trains into residential neighborhoods.
- Restricted mobility where rail lines cross arterial highways. These situations can increase police, fire, and ambulance response times; divide neighborhoods; pose a

risk to pedestrians; and cause general travel delay for residents as well as for trucks carrying freight.

- Loss of agricultural lands and open space to the increasing development of large warehouses.

Residents of the areas most impacted by freight operations tend to have low incomes and often are members of minority groups. Thus both the health and quality-of-life issues are environmental justice issues. Federal policies direct the government to address environmental justice, and it is our hope that the trade agreement will not exacerbate these inequities.

C. Infrastructure Impacts

In addition to the effects described above, international trade brings with it heavy demands on Southern California's highway and rail infrastructure. The region's highway system, built in the 1960's and early 1970's, is near or beyond its design life and typically experiences demand in excess of capacity for six, eight, or more hours each day. This system consumes most of the dedicated right-of-way within the metropolitan area, meaning that there is little room in our crowded region for expansion.

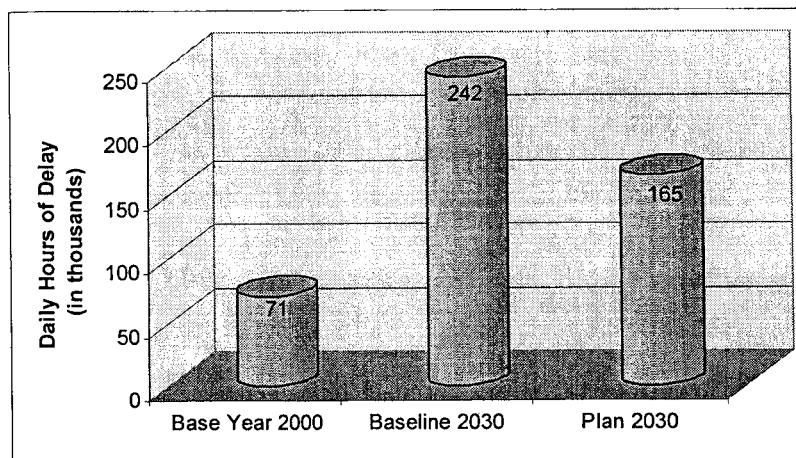
Caltrans has estimated that a single loaded tractor-trailer can cause as much pavement damage as the passage of 9,000-10,000 passenger vehicles.⁷ The agency has also stated that without the impact of these tractor-trailers, the need for a freeway maintenance budget would be almost nil. Thus it is safe to attribute the need for Southern California's annual highway maintenance budget (nearly \$300 million⁸) almost entirely to the impacts of trucks used for goods movement.

Of course, Southern California is legendary for its heavy traffic congestion. Figure 7 presents estimated future truck delay figures for the region in 2030 from the Regional Transportation Plan. Note that even with all the regional infrastructure investments in the Plan, daily truck delay will more than double. Without these investments ("Baseline" conditions), delay will more than triple. Figure 8 emphasizes the dramatic growth in port-related truck trips expected in our region as a result of growth in international trade.

⁷ Mike Myles, Deputy Director, Operations & Maintenance, Caltrans District 7, personal communication, January 4, 2006.

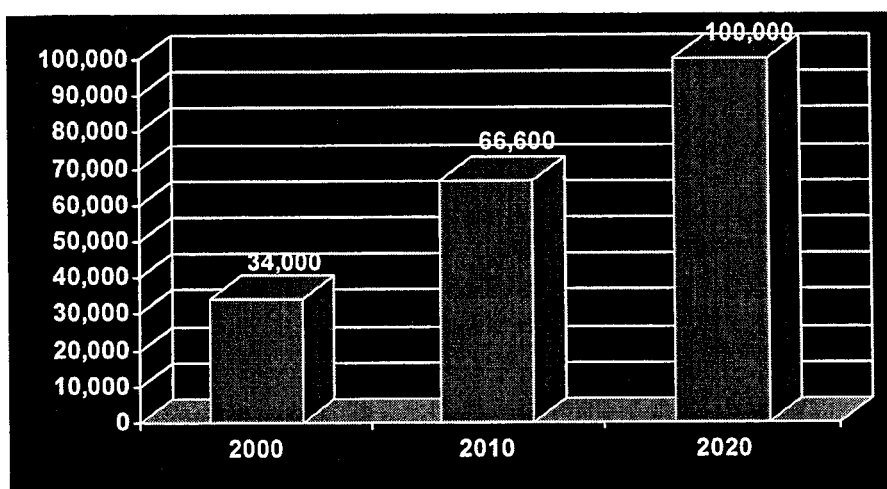
⁸ 2004 State Highway Operation and Preservation Program Summary, Caltrans.

Figure 7. Current and Projected Heavy Duty Truck Delay in Southern California



Source: 2004 Regional Transportation Plan, SCAG

Figure 8. Projected Growth in Daily Truck Trips Serving Ports of Los Angeles and Long Beach, CA



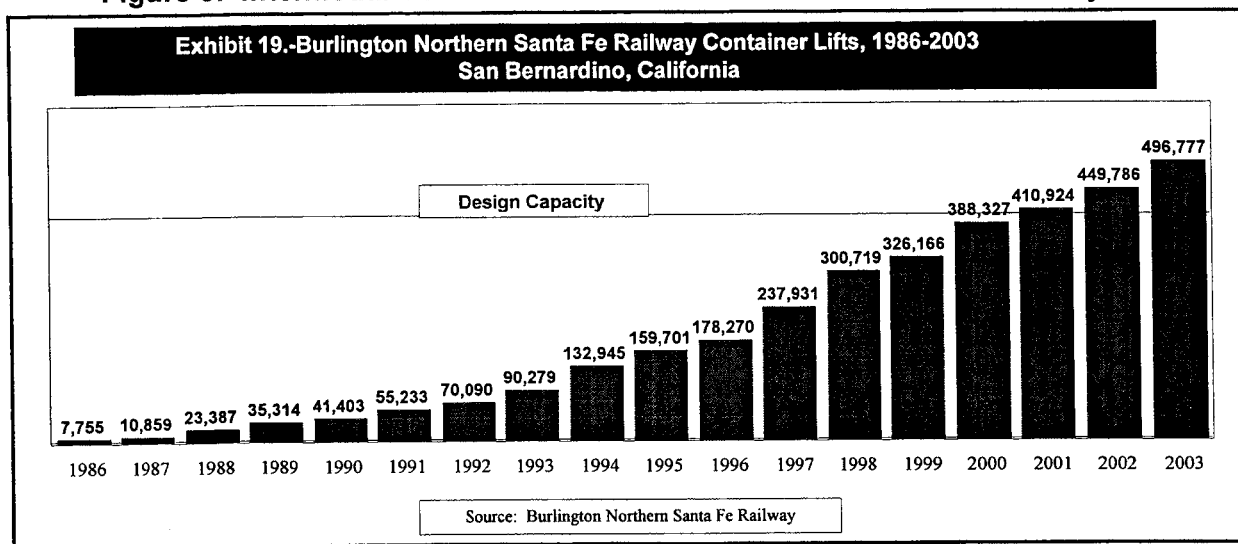
Source: Port of Long Beach

Southern California's highway capacity is funded increasingly from local sources, but a growing share of this capacity is consumed in the service of interstate commerce. Combined with the public health and community impacts described earlier, this local burden amounts to an effective subsidy for the rest of the nation. According to the state's Draft Goods Movement Action Plan, Phase II, "The amount [of local sales tax revenue] dedicated collectively for state highway improvements has come to provide nearly fifty percent of the new capacity improvements to the state system."

Freight rail and intermodal yard capacity are also inadequate to accommodate projected growth. It has been projected that with no new rail mainline capacity, the region

could reach rail gridlock by 2010.⁹ Commuter rail service often shares the tracks with freight trains, making it even more imperative to provide sufficient capacity. In this and in other ways, the growing demands of freight transportation impair the region's ability to meet capacity demand for passenger rail. Furthermore, the region's intermodal rail yards are stretched to capacity, as illustrated by the example in Figure 9. It is not clear that the railroads have access to sufficient capital to timely meet demand.

Figure 9. Intermodal Container Growth at BNSF San Bernardino Facility



D. Other Effects

Clearly, transportation infrastructure affects water quality, by creating run-off that carries substances incidental to the transport of goods. Transportation infrastructure can also affect wildlife habitat and biodiversity, both through the direct consumption of open space and in less obvious ways. For example, diesel emissions from regional goods movement can cause broad-scale deposition of nitrogen on native vegetation, such as California coastal sage scrub (habitat of the California Coastal Gnatcatcher, a federally listed threatened species). This additional nitrogen can accelerate the growth of the vegetation, leading to more frequent large-scale brush fire events. The frequency of these fire events will affect the composition and functioning of the ecosystems in our region.

III. Federal Cooperation in Addressing Localized Impacts

This section comments on the need and opportunities for cooperation and collaboration among local, state and federal agencies in implementing an effective regional goods movement strategy. The challenge is heightened by the fact that the goods movement industry is fragmented among multiple public and private actors; decision making is not vested in one body.

⁹ SCAG, Los Angeles-Inland Empire Railroad Mainline Advanced Planning Study, October 2002, <http://scag.ca.gov/goodsmove/pdf/LABasinMainLine2002.pdf>.

It is also essential to note that the region lacks sufficient funding to resolve the demands on the goods movement system and the attendant environmental and community impacts. The region has collectively estimated the infrastructure need at \$26 billion.¹⁰ The cost of environmental mitigation – for the impacts of growth as well as to remedy existing impacts – has been variously estimated at anywhere from \$4 billion to \$40 billion. It is clear that innovative approaches will be needed for funding and financing these efforts.

The local impact of international trade is a national issue not just because it is an outcome of federal policy, but also because it is a problem experienced – though perhaps to a lesser degree – by other areas around the country. In 2000, Southern California, by handling a large proportion of the nation's international maritime trade, supported 2 million jobs nationally that paid over \$61 billion in income. In that year, Southern California trade provided the nation with \$208 billion in economic output and generated \$16.4 billion in state and local tax revenues.¹¹

Many localized impacts are a direct result of past federal trade policy and relate to benefits received by the rest of the nation. Hence it is a federal responsibility to cooperate with state, regional, and local governments to address these impacts. To provide for this cooperation, an effort is currently underway to establish a collaborative process among affected local, state and national agencies and interests to focus on the environmental impacts attendant to increased imported goods movement within Southern California. A proposed Memorandum of Understanding (MOU) for this purpose is currently being discussed by the regional transportation agencies with the key State and federal agencies. This MOU would provide a significant opportunity, a case study, for the federal agencies to better understand and address the local impacts attending such international trade agreements.

A. Possible Federal Support

There are several ways in which the federal government can support the region in constructively addressing local impacts of serving as an international trade gateway.

- **Improved and expedited environmental review processes under the National Environmental Policy Act (NEPA)**

Thoughtful, coordinated and expedited NEPA scoping and reviews of elements of the Southern California goods movement strategy could provide a framework for developing regional goods movement solutions that honor the objectives of the act: “a productive harmony between humans and nature, and the fulfillment of social, economic and other requirements of present and future generations of Americans.”

We also would anticipate that the elements of the strategy that are nationally critical investments would receive the benefit of expedited federal NEPA reviews, as available and provided for under Executive Order 13274.

¹⁰ See “Southern California Regional Strategy for Goods Movement: A Plan for Action,” February 2005, at <http://scag.ca.gov/goodsmove/pdf/GoodsmovePaper0305.pdf>.

¹¹ OnTrac Trade Impact Study, BST Associates in collaboration with Los Angeles County Economic Development Corporation, December 2002.

- **Control of pollution sources under federal jurisdiction**

It is imperative that the federal agencies, in coordination with State and local agencies, take aggressive and expeditious action to more effectively control sources of the anticipated increased emissions under federal jurisdiction – including locomotives, trucks, aircraft, and other equipment used in goods movement. Several efforts focused on the regulation of diesel emissions are underway, and these should be encouraged and expeditiously furthered. From a political standpoint, it is predictable that unless these health effects are fully addressed, communities near the ports, railyards, and distribution centers will not allow any new freight projects to proceed. In this event, the region will be even less able to serve as an international gateway for trade.

- **Support for innovative funding approaches**

Collaboration may extend as well to the exploration and implementation of both Administration and legislative programs in support of funding capabilities. These programs and actions could include:

- Federal appropriations and earmarks for Southern California freight-related projects to reflect the national interest at stake;
- Programs to increase the capability for public-private partnership investment, such as further expanding eligibility for TIFIA¹², providing for tax-credit bonds for goods movement projects, and exploring tax credit equity arrangements.¹³
- Clearing any obstacles that could prevent the adoption of private user fees as a source of project revenue and as a mechanism to internalize costs.

It must be emphasized that even if the state issues bonds such as those now under consideration (for example, SB 1024), this will not reduce the need for these federal actions. The bonds, if approved, would amount only to a “down payment” on the total regional need.

- **Federal action to control vessel emissions**

The United States may not have jurisdiction over foreign-owned vessels carrying imported goods. However, the federal government can act in this arena. Specifically, we urge immediate Senate ratification of Annex VI to MARPOL, the International Maritime Organization’s Marine Pollution Treaty, which relates to the sulfur content of vessel fuels. Once this treaty annex is ratified, a North American Sulfur Emissions Control Area (SECA) can be established, within which vessels will be required to use lower-sulfur fuel, thus reducing on-shore impacts. Adopting a SECA for the entire continent will avoid any differential impact to shipping on one coast versus another.

- **Collaborative implementation strategies**

¹² Transportation Infrastructure Finance and Innovation Act of 1998

¹³ For further details on these and related mechanisms, see “Southern California Regional Strategy for Goods Movement: A Plan for Action,” February 2005, at <http://scag.ca.gov/goodsmove/pdf/GoodsmovePaper0305.pdf>.

In some cases, it may be desirable to develop collaborative implementation strategies and institutional arrangements. An example of such an arrangement is the California Natural Community Conservation Planning effort. In this effort, the Department of Interior and State and local agencies have collaborated to implement a regional-scale habitat conservation planning approach to conserve regional biodiversity in San Diego, Orange and Riverside Counties. Similar regional institutions might be developed for providing expeditious and effective ways to effect air quality, community, and biodiversity mitigation objectives.

B. Additional Considerations

As mentioned earlier, the Doha Development Agenda offers an opportunity to negotiate further agreement provisions that would have beneficial environmental effects in Southern California. For example, since the MARPOL Annex VI fuel sulfur standards are relatively moderate, the United States could use the DDA to provide for more aggressive fuel standards and tighter emission restrictions for all pollutants. The United States could also take this opportunity to explore requiring alternative vessel fuels, retrofits of emission control equipment in or near port, the use of vessels equipped for alternative maritime power (shore-side power), and vessel speed reduction.

IV. Conclusion

We hope and trust that the Office of the Trade Representative will understand and appreciate the concerns that we raise and our sincere interest in having this Office and other key federal agencies cooperate with us in addressing them. If you have any questions, please contact Nancy Pfeffer at pfeffer@scaq.ca.gov or 213-236-1869.

MEMO

DATE: March 16, 2006

TO: Transportation and Communications Committee

FROM: Alan Thompson, Senior Regional Planner (213) 236-1940 thompson@scag.ca.gov

SUBJECT: Airport Ground Access Analyses for the Next RTP

SUMMARY:

Mr. Alan Thompson, SCAG Staff will brief the Committee on the analyses to be conducted as part of the Regional Transportation Plan development.

BACKGROUND:

SCAG is legally required to develop an airport ground access plan as part of its Regional Transportation Plan. The ground access plan for the 2004 RTP was even used by the FAA in the development of its "Aviation System Planning" advisory circular.

The modeling for the 2004 Plan generated air passenger trips for several passenger categories (e.g. business, non-business, inclusive tours, resident, non-resident and part-time resident passengers). Air cargo trips were also generated for different cargo categories including general freight, express, e-commerce, as well as Maglev cargo (express and high-value cargo). Traffic flows generated by the various passenger and cargo trips were used individually and cumulatively to identify roadway capacity deficiencies. The already funded, Baseline projects were included in the 2030 roadway system.

The Regional Aviation Plan attempts to distribute long haul and international service to suburban airports to the north and east of the dominant urban airports. Palmdale is one of the targets for this redistribution process.

2003 and 2030 Regional Aviation Plan – Air Passengers (Millions of Annual Passengers)											
	BUR	JWA	LAX	LGB	MAR	ONT	PSP	PMD	SBI	SCL	TOTAL
2003 Conditions	4.7	8.5	55.0	2.9	0	6.5	1.2	0	0	0	78.9
(Aviation Plan) 2030	10.7	10.8	78.0	3.8	8.0	30.0	3.2	12.8	8.7	4.0	170.0

The Plan incorporates the proposed Maglev system, which will strategically connect the major airports and facilitate a balanced distribution of the aviation demand and services in the Region. Without an operating Maglev system that connects various airports, residential areas, and other high-activity centers, the Plan would only serve a total of 155.0 MAP, or a loss of 15 MAP to the Regional system. The system would also lose 266,000 tons of air cargo.

MEMO

For the 2004 RTP, the ground access analysis concluded:

- From an economic perspective, the cumulative costs of ground access improvements for the ten airports must be compared with tangible gains in stimulating local and regional growth and establishing multiple gateways to national and global economies.
- A lack of adequate investment in future airport ground access improvements will hinder the region's ability to utilize available capacity at suburban airports, which would have negative impacts on the regional economy.
- Airports as land uses do not typically generate greater surrounding traffic volumes than other types of developments... The primary reasons for giving priority to airport ground access projects are to maintain and enhance the efficiency of the entire regional aviation system, which is vital to the regional economy.
- Airport ground access could be overwhelmed by traffic generated by catalytic development that locates around airports.
- Approximately \$4.01 billion in airport ground access improvements [Not including MagLev] will be required to support the Regional Aviation Plan and its 10 commercial air carrier airports. The mix of projects and costs varies significantly on an airport-by-airport basis.
- New and additional financing for the airport ground access improvements may need to be seriously examined as airports grow and [emerging] airports are brought on line.

The continued ability of SCAG's regional aviation system to meet the economic needs is depended upon an efficient airport ground access system. Adequate ground access will be the limiting factor in the region for meeting our aviation needs. Specific airport ground access improvement strategies have been developed in conjunction with subregions and individual airports, most recently March Inland Port and Ontario International Airport and in the 2004 Regional Transportation Plan.

For the next Regional Transportation Plan, both short term and long term strategies for meeting the ground access needs will be updated and refined. These include:

- Recommending additions and revisions to the list of arterial, intersection, interchange and parking improvements for each carrier airport. Recommendations on internal airport improvements in terms of terminal access and parking facility needs.
- The examination of remote fly-away locations for both LAX and Ontario airports (in cooperation with Los Angeles World Airports).
- Identification of significant regional transit improvements that would best compliment airport improvement packages, in conjunction with the forecast mode choices.

The Schedule for developing the Ground Access component of the Regional Transportation Plan is:

- **July 2006:** Present ground access recommendations from the 2004 RTP to the RTP Technical Advisory Committee for review, as well as a schedule for updating the ground access element for the 2008 RTP, including adding transit projects.
- **August 2006:** Initiate new ground access work for the 2008 RTP, with an emphasis on evaluating transit, HOV and flyaway projects, as well as updating, revising and refining ground access projects from the 2004 RTP.

MEMO

- **November 2006:** Complete Regional Aviation Capacity and Forecasting Study.
- **February 2007:** Complete recommended list of revised list of airport ground access projects to be included in the 2008 RTP airport ground access element, minus transit projects.
- **March 2007:** Complete transit projects to be included in the RTP airport ground access element, in the context of an overall short-term airport decentralization strategy, emphasizing a regional airport flyaway system.
- **April 2007:** P&P TAC reviews all recommended airport ground access projects for the RTP.

MEMO

DATE: March 22, 2006

TO: Transportation and Communications Committee

FROM: Don Rhodes, Manager, Government and Public Affairs

SUBJECT: Infrastructure Bonds Summary

SUMMARY:

Staff will summarize the likely courses of action regarding future movement of an infrastructure bond package in the legislature and its possible placement upon the November ballot.

BACKGROUND:

Recent efforts by the legislature to place an infrastructure bond measure on the June ballot did not materialize. SCAG is in the process of working with various parties and the Governor's office and legislative leadership to craft potential bond measures to be placed on the November ballot.

MEMO

DATE: April 6, 2006

TO: Transportation and Communications Committee

FROM: Don Rhodes (x840)

SUBJECT: House Transportation and Infrastructure Subcommittee on Aviation Congressional Field Hearing

SUMMARY:

Don Rhodes will provide a brief review of the recent Congressional field hearing held in Corona to discuss aviation.

As a result of our recent Southern California Consensus Trip to Washington, DC, the House Transportation and Infrastructure Subcommittee on Aviation held a field hearing in Corona, California on March 20, 2006. Congressman John Mica (R-FL), Congressman Ken Calvert (R-CA) and Congressman John Campbell (R-CA) conducted the hearing which was focused on "Meeting Future Aviation Capacity Needs in Southern California." Witnesses for the hearing included Mr. William C. Withycombe of the Federal Aviation Administration, Mr. Will Kempton of the California Department of Transportation, Mr. Jim Ritchie of the Los Angeles World Airports (LAWA) and Mr. Mark Pisano of the Southern California Association of Governments. RC members in attendance included Hon. Alan Wapner and Hon. Tod Ridgeway.

Mr. Pisano testified on the aviation capacity restraint issues projected by our 2004 RTP and submitted recommendations to the Committee including:

- Funding support for airports in "global gateways" like Southern California
- Funding support for modest capital improvements to individual airports
- Allowance of proportional share funding contributions from airports and major activity centers to help finance development of high-speed ground access options
- Greater flexibility in funding allocated to mitigate the community impacts of airports, including changes to landing fees that give airlines greater incentives to utilize cost-effective air and noise emission reduction technologies

BACKGROUND:

SCAG will continue to work closely with Congress and the Federal Department of Transportation to address the challenge of meeting the future airport demands of Southern California.

Subcommittee on Aviation

House Committee on Transportation and Infrastructure

John L. Mica
Chairman

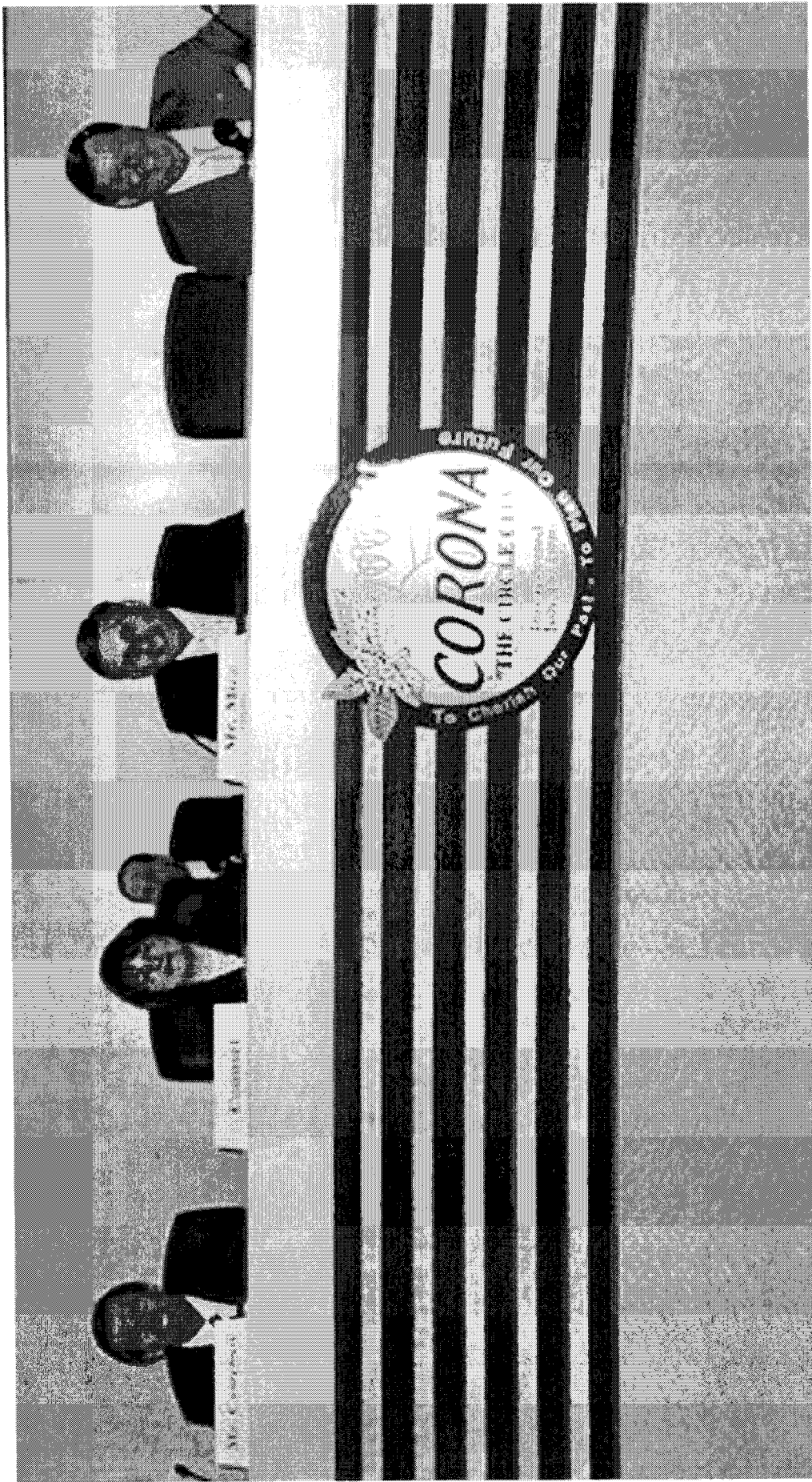
Meeting Future Aviation Capacity Needs in Southern California

March 20, 2006

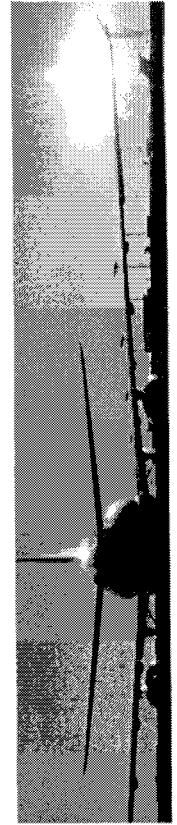


Mark Pisano
Executive Director
Southern California Association
of Governments

**Investing in the nation's
global gateway**

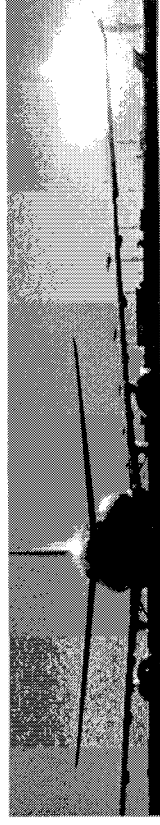


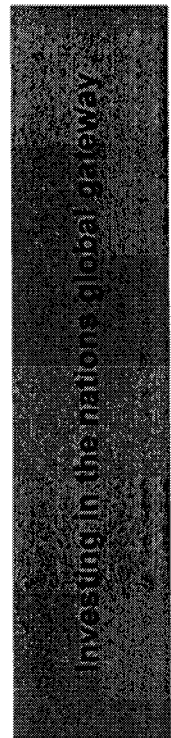
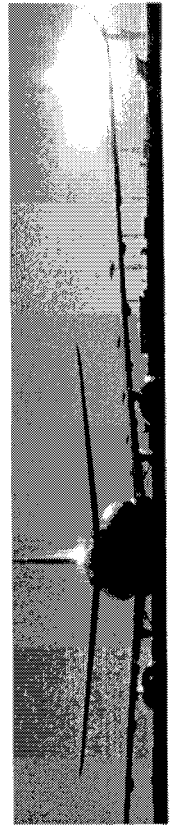
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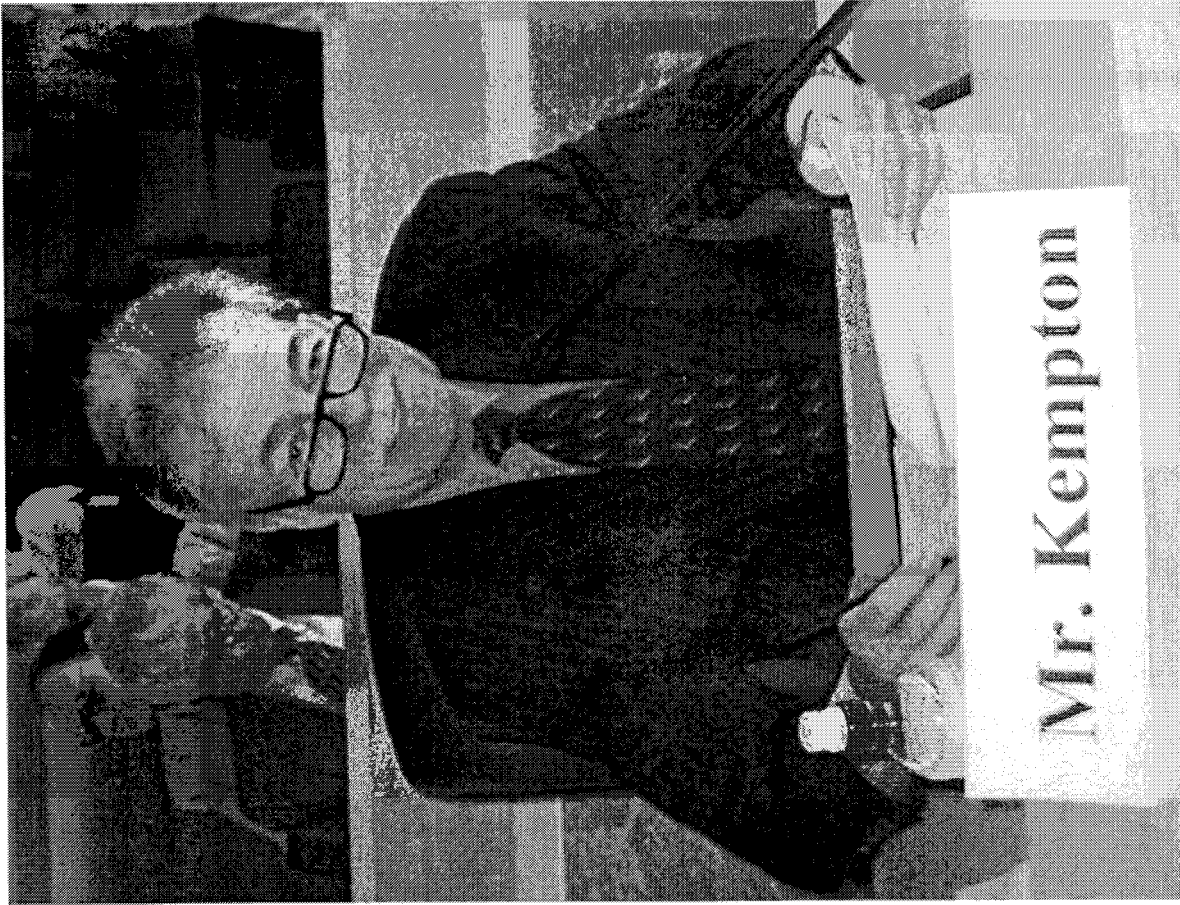
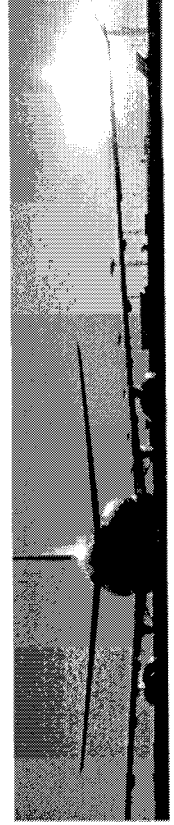


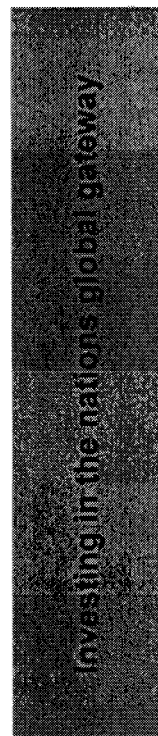
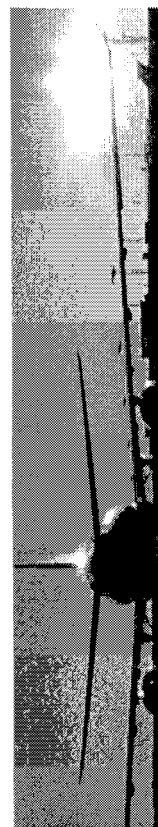
Witnesses

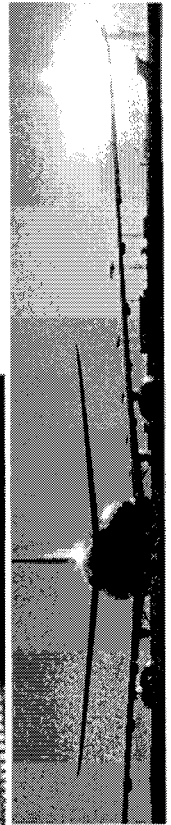
- **Mr. William C. Withycombe**, Regional Administrator, Western-Pacific Region Federal Aviation Administration
- **Mr. Will Kempton**, Director California Department of Transportation
- **Mr. Mark Pisano**, Executive Director Southern California Association of Governments (SCAG)
- **Mr. Jim Ritchie**, Deputy Executive Director Los Angeles World Airports (LAWA)



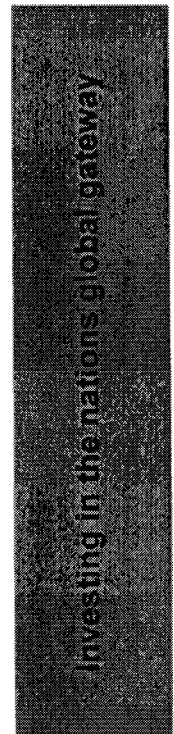
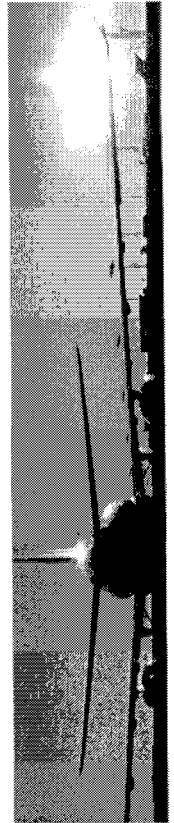




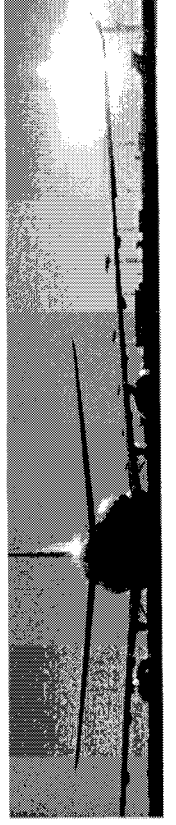
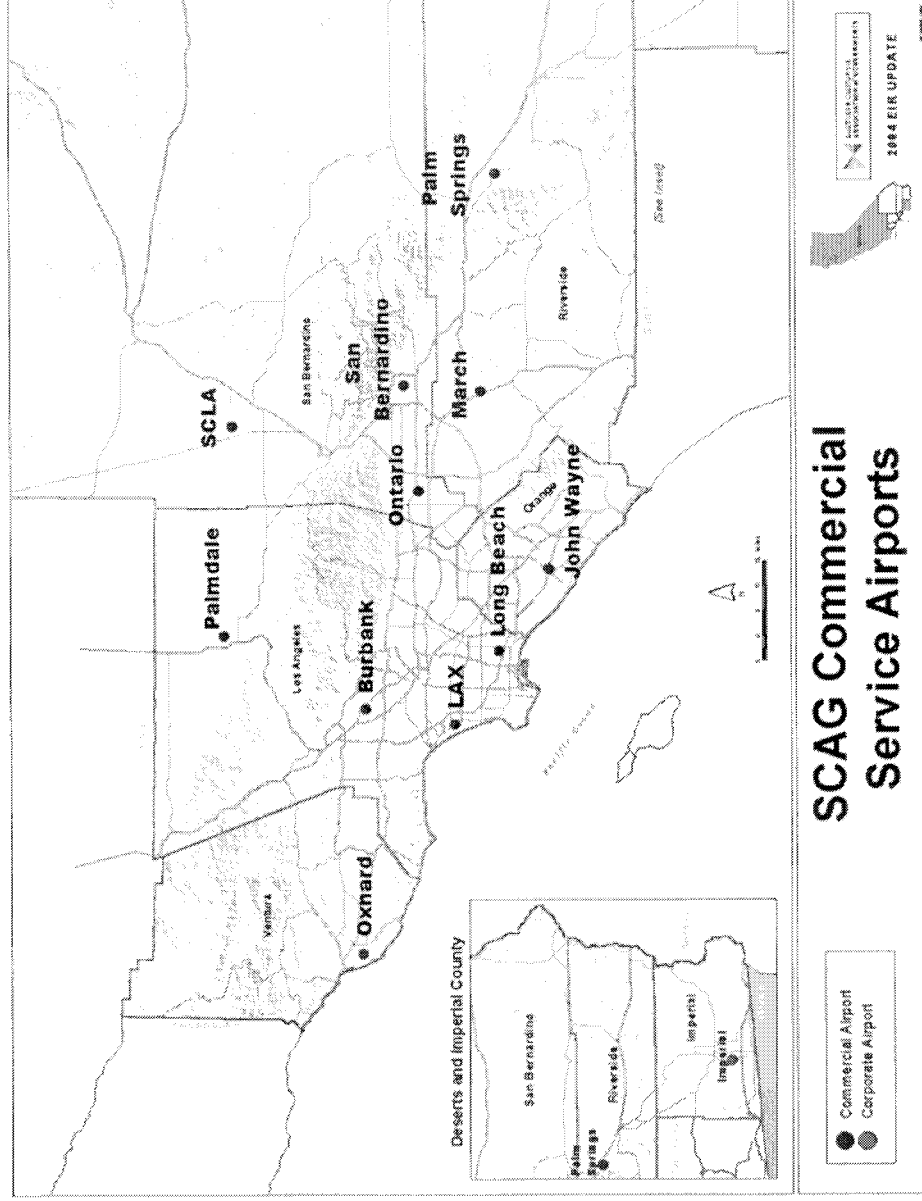




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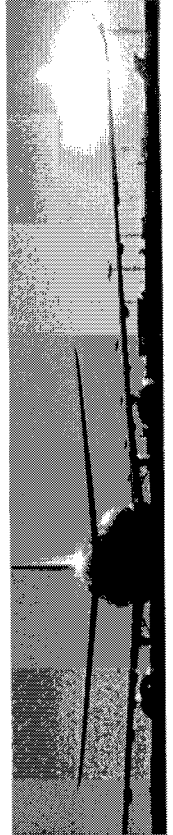
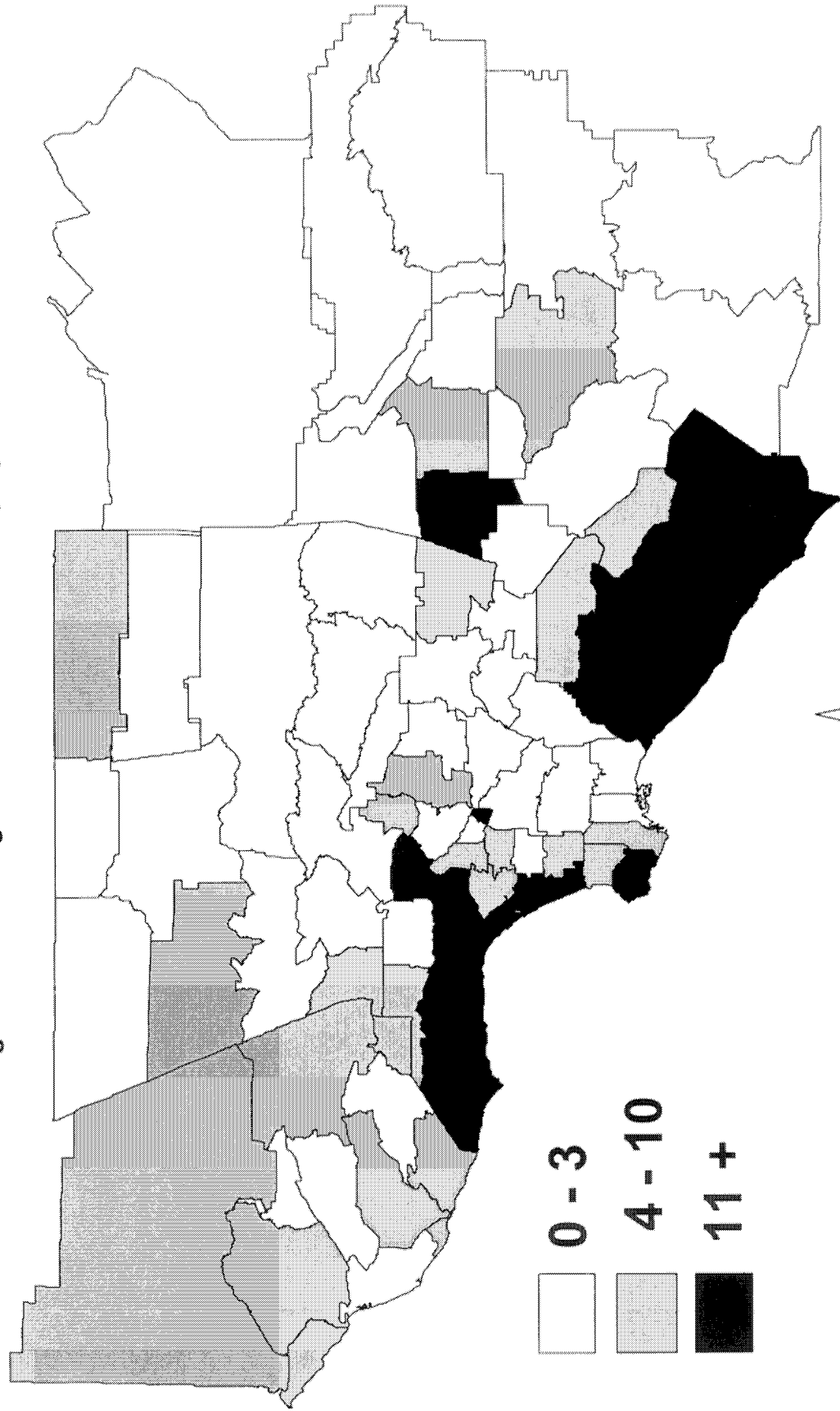


Global Gateway to Nation's Largest Regional Airport System

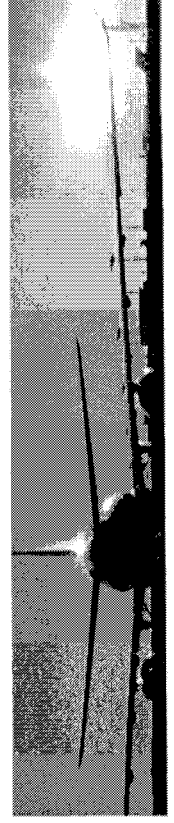
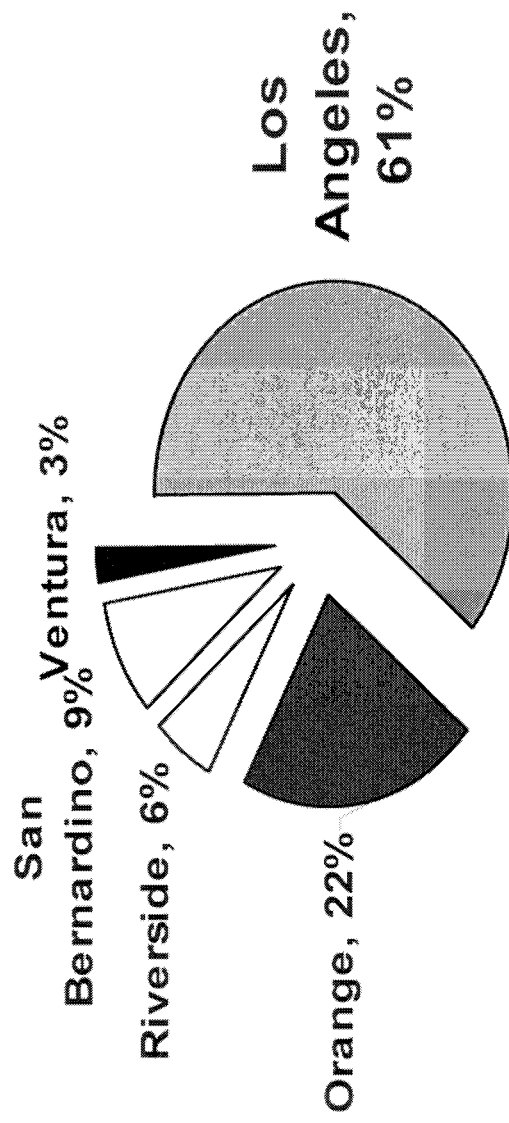


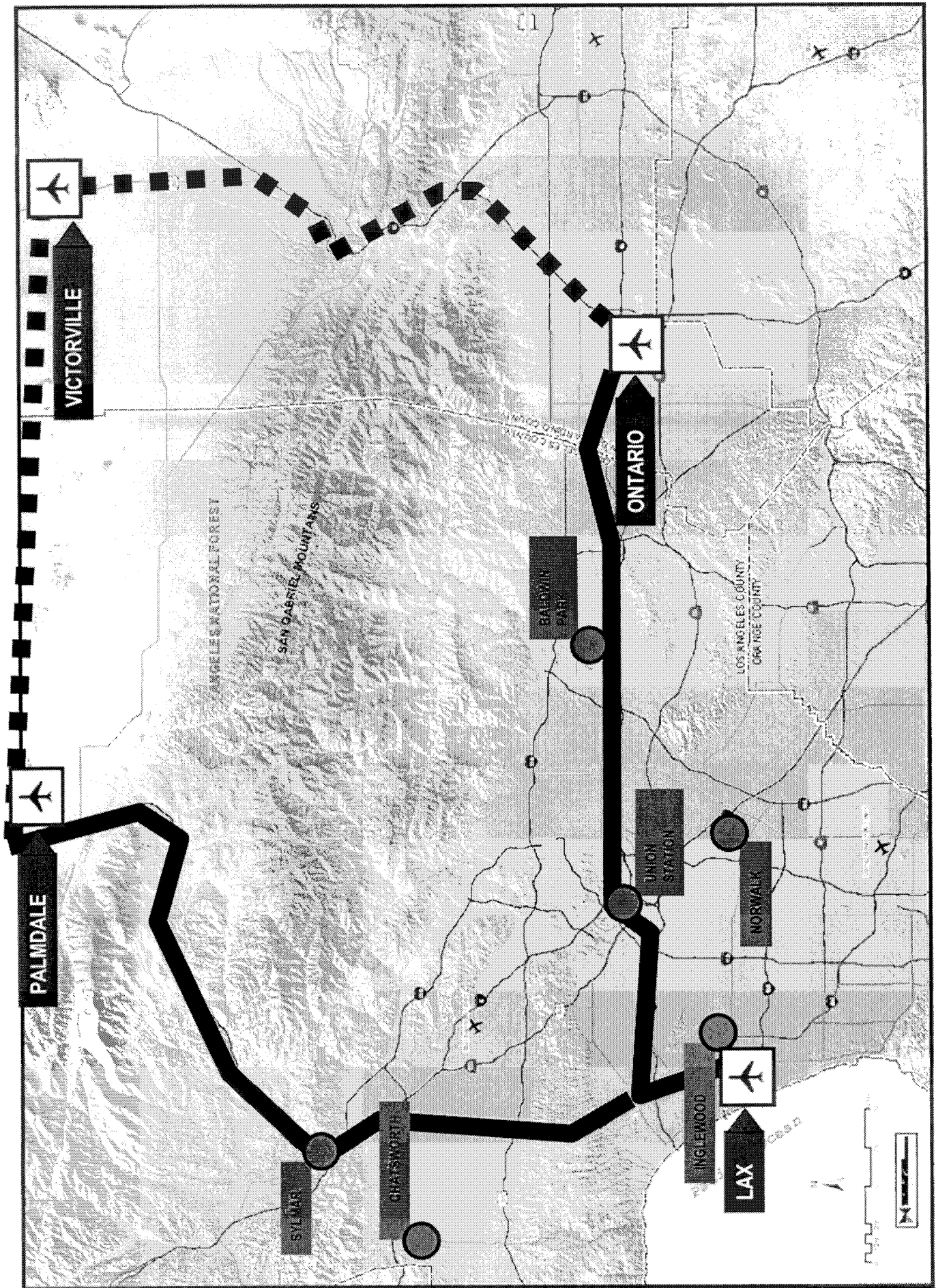
Annual Passenger Trips per Capita, 2030

Regional demand grows from 80 to 170 map by 2030



Passenger Demand by County, 2030





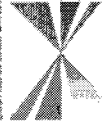
Meeting Future Aviation Capacity Needs in Southern California

Funding support for global gateway

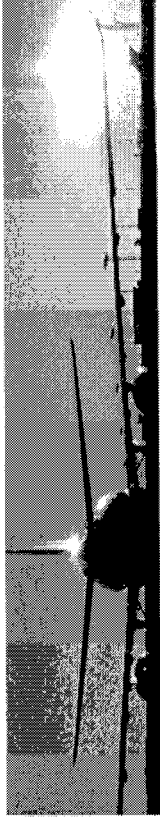
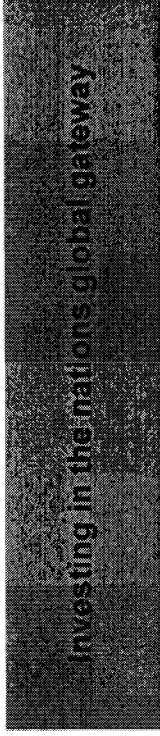
Recommendations

- Funding support for Global Gateways.
- Decentralize Using Existing Infrastructure to Minimize Capital Expenditures and Impacts on Communities.
- Proportional Share Funding Contributions for High-Speed Ground Access.
- Support Aviation System Planning in Large Multi-Airport Systems.
- More Flexible Funding for Mitigation of Community Impacts.

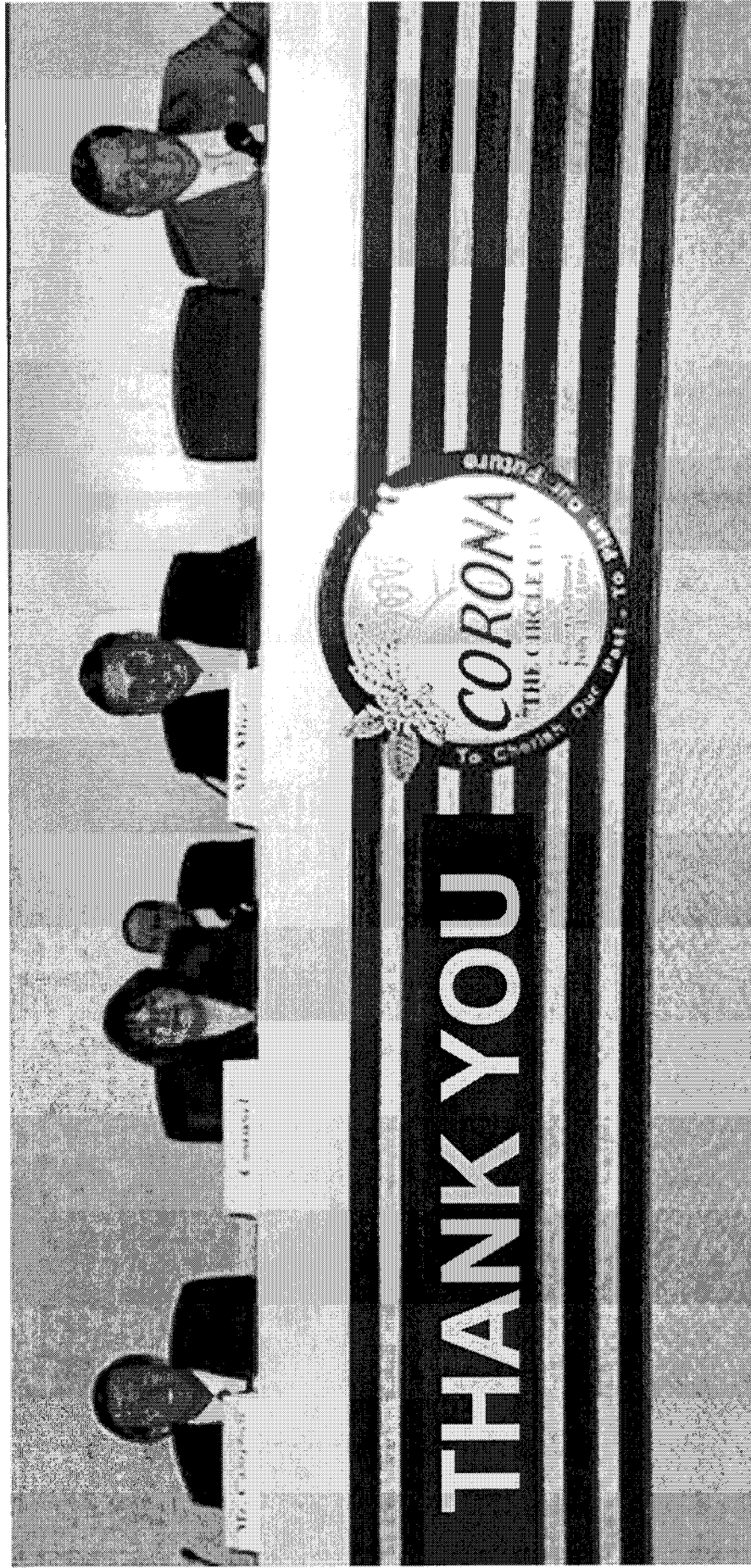
SOUTHERN CALIFORNIA



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GOVERNMENTS



Meeting Future Aviation Capacity Needs in Southern California



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